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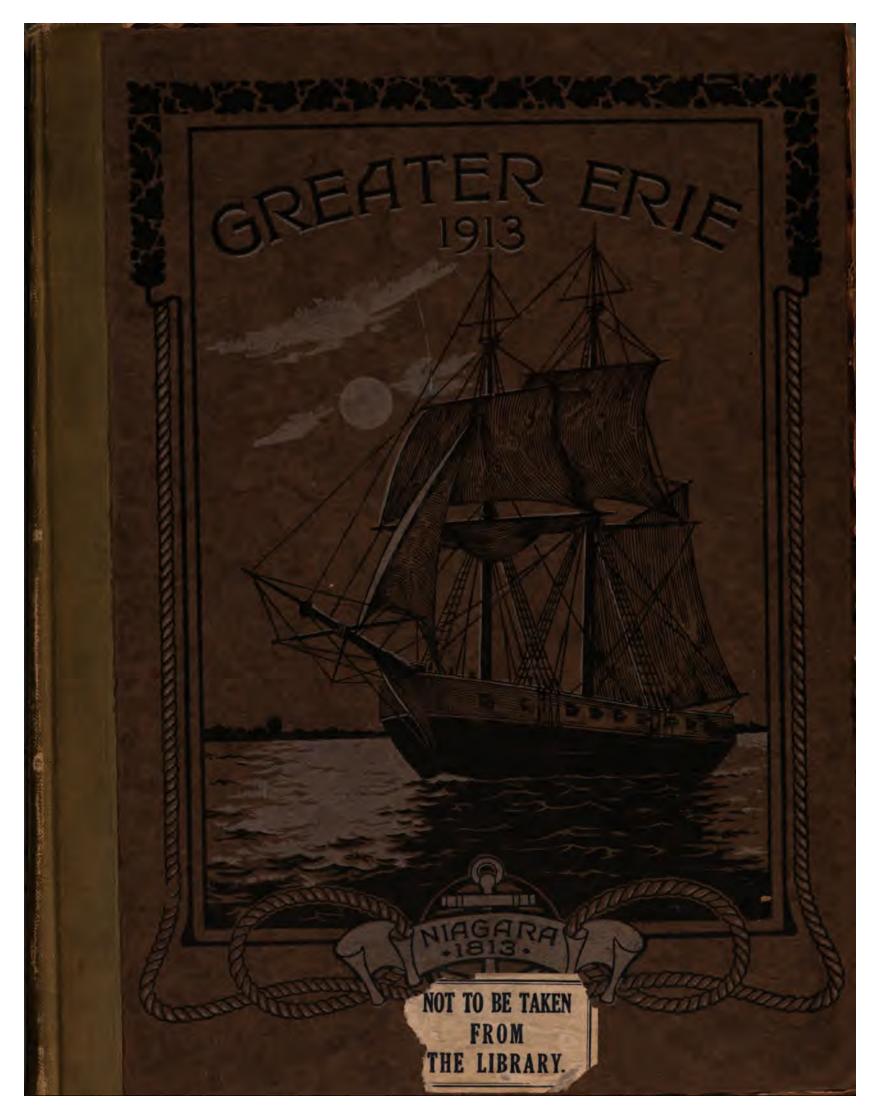
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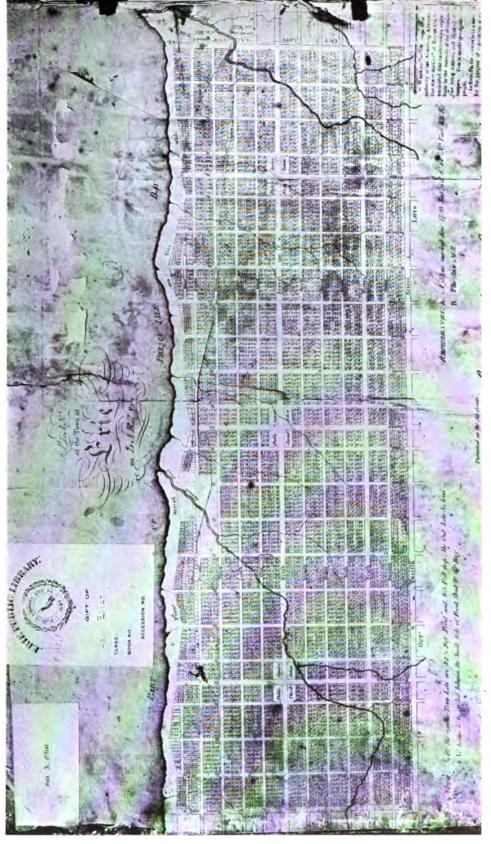
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THE ORIGINAL GENERAL PLAN OF ERIE TOWN LOTS

INGTON, NO RADIAL OR DIAGONAL STREETS WERE INCLUDED IN THE ORIGINAL, PLAN OF ERIE. THE BLOCKS ARE OF DESIRABLE SIZE AND PROPORTIONS, BEING ABOUT 330 FEET BY 660 FEET. THE STREETS ARE OF GOOD WIDTH, THE PRINCIPAL THOROUGHFARES BEING 100 FERT WIDE, AND IN THE ORIGINAL PLAN THREE PUBLIC SQUARES WERE RESERVED, ONE NOW KNOWN AS PERRY SQUARE, ONE AS CASCADE PARK, AND THE OTHER TO THE WEST OF THE CITY WHICH HAS NEVER BEEN DEVELOPED OR LAID OUT. THE GROWTH OF THE CITY, DUE TO A VARIETY OF CAUSES, HAS BEEN MUCH MORE TO THE EAST THAN WAS APPARENTLY CONTEMPLATED IN THE ORIGINAL PLAN. FOR FULL DESCRIPTION SEE PAGES 158-159. THE ORIGINAL PLAN OF ERIE IS UNUSUALLY EXCELLENT. IT WAS MADE IN THE YEAR 1795, BY ANDREW ELLICOTT, (SEE PORTRAIT PAGE 150) THE MAN WHO COMPLETED THE PLAN FOR THE CITY OF WASHINGTON, ON THE DESIGNS OF L'ENFANT. NOTWITHSTANDING ELLICOTT'S FAMILIARITY WITH THE PLAN OF WASH-

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ERIE, PENN'A

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Greater Erie



Plans and Reports for the Extension and Improvement of the City

PREPARED FOR

THE CITY PLANNING COMMITTEE THE CHAMBER OF COMMERCE THE BOARD O F TRADE ERIE, PENNSYLVANIA, U.S.A.



JOHN NOLEN, City Planner, CAMBRIDGE, MASS.

E. P. GOODRICH Consulting Engineer HENRY C. LONG

F. VAN Z. LANE

Commercial Development

Traffic Expert

NEW YORK

NEW YORK

1913

JUN 2 0 1914

HARVARD UNIVERSITY
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JOHN NOLEN

HONORARY DEGREE AWARDED ON THE OCCASION
OF THE INSTALLATION OF
LYMAN PIERSON POWELL AS PRESIDENT OF HOBART COLLEGE
14TH NOVEMBER, 1913

"For the degree of Boctor of Science, I present to you Iohn Nolen, of Cambridge, Bachelor of Philosophy of the University of Pennsylvania, Master of Arts of Harvard. While others have busted themselves with "manners, climates, councils, governments," Mr. Nolen's care has been "the cities of men." Realixing how greatly in our day the town makes the man, he has wedded science to art in the service of municipal good living. His comprehensive plans for model cities are now being morked out in all parts of this country. We voice today the gratitude of every trainer of youth to one whose name in an especial sense is enshrined in the homes of his countrymen."

this is the first such recognition in the united states of city planning

of was

"The common problem, yours, mine, every one's Is—not to fancy what were fair in life Provided it could be.—but, finding first What may be, then find how to make it fair Up to our means: a very different thing!"

-Robert Browning

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AND THOSE WHO WILL HAVE PURCHASED THIS EDITION OF "GREATER ERIE" AT \$1.00 PER COPY

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INTRODUCTORY NOTE

Erie is destined to be a great city. It is naturally proud of a notable history, and delights to honor the memory of those who made that history. But the past is gone, and, much as we cherish the thought of the achievements and character of those who have contributed to the good reputation and creditable upbuilding of our City, we should not fail to profit by the experiences which have at times retarded the normal development of the community. Erie is facing a promising future. The task of to-day is to solve present problems and to plan wisely and unselfishly for further growth.

"Concentrate all your thoughts upon the work in hand
The sun's rays do not burn until brought to a focus"

—Alexander G. Bell

No city is probably in better position than Erie to command phenomenal prosperity through the utilization of natural advantages. These advantages have been always an invaluable asset but never before—if indeed even yet—have they been appreciated at their full value.

"There is much that we know, that we do not know we know"

—Mark Twain

Largely through the initiative of our Civic Organizations the year 1913 has marked the realization of much that promises well for the economic government and improvement of cities of the third class in Pennsylvania, and especially of Erie.

A movement inaugurated four years ago, to equalize assessed valuations in accordance with the law, while not entirely successful from every point of view, resulted in an increase in the triennial assessment of approximately eighty-four per cent., thus making it possible with a reduced tax rate to increase the resources and bonding power of the municipality.

To the passage of the "Clark Bill" we owe our Commission form of government, which went into effect December 1st, last, and which provides for an efficient and up-to-date administration of the affairs of the people.

The committee appointed by the Civic Organizations to provide "A Practical Comprehensive Plan for the Physical Development of Greater Erie" having received sufficient support to insure success, is ready now to turn over its completed work to the City Planning Commission appointed December 29th, 1913, pursuant to an Act drafted by the Legal Sub-Committee and signed by Governor Tener, July 16th, 1913.

It is no easy task to build a city. Natural advantages and an ideal location are not enough. It may be planned from without, but it must be built from within. It matters little how carefully plans have been made by the mind, the heart must aid in the realization. Men, women and children, regardless of individual interests in other directions, must co-operate—all must pull together all the time—to realize the highest ideals in the way of improvements which will contribute to the present and future welfare.

Ţ

"Greater Erie" means nothing worth while if the aim is simply to be greater in size, following an haphazard, narrow policy of upbuilding, without definite purpose or due regard to the necessities of the future. "Greater Erie" should mean a City than which there can be none better to meet the demands of Commerce, Industry, Home Life and the Happiness of the People. This can be done only when her people elect to have it so.

Knowing that the character of the City cannot hope to rise above the average character of the individual citizen, we must forego selfish interests, when opposed to the common welfare. It rests with us to measure up to a full realization of our responsibilities to the present and future generations and to manifest our confidence in ourselves, individually and as a City, by grasping opportunities and assuming burdens that rightfully belong to us.

"And, having thus chosen our course let us renew our trust in God and go forward without fear and with manly hearts"

—Lincoln

Experts in their respective fields have completed Plans and Reports which are submitted herewith for the open minded consideration of the people and officials of Erie, of the townships surrounding Erie, of Erie County, and of the State of Pennsylvania.

Confident as we are that there is no specific recommendation made in this report that has not been proven elsewhere to be sound and practical, yet we realize there is room for an honest difference of opinion concerning methods and plans for development and there is often more than one good way to accomplish the same purpose. If criticism of any detail is accompanied by a suggestion that will offer a better solution of any problem of growth, the publication of "Greater Erie" will not have been in vain.

CITY PLANNING COMMITTEE

To the City Planning Committee,

Chamber of Commerce and Board of Trade,

Erie, Penna,

Gentlemen:

The accompanying report on the extension and improvement of the city of Erie and its environs is presented, for the sake of convenience, under five headings—streets, railroads, water-front, buildings, and open spaces. Under each heading there is a brief statement of existing conditions, merely to serve as abackground, a statement of the general recommendations, and in fuller detail the specific recommendations. The existing conditions and specific recommendations have been shown for comparison on General Plans which form part of this report. (See pages 18 and 19.) Separate plans at larger scale have been prepared to illustrate the harbor development, the improvement of Pleasure Bay, the street cross sections, a public market square, a typical school playground, a larger recreation or neighborhood center, and the re-design of Perry Square. These plans are all reproduced in the report, together with numerous photographs selected to make vivid and enforce the recommendations

In presenting the report and plans, I desire to express my sincere appreciation of the valuable aid and co-operation received from the members of the City Planning Committee, and from the Mayor, and other city officials.

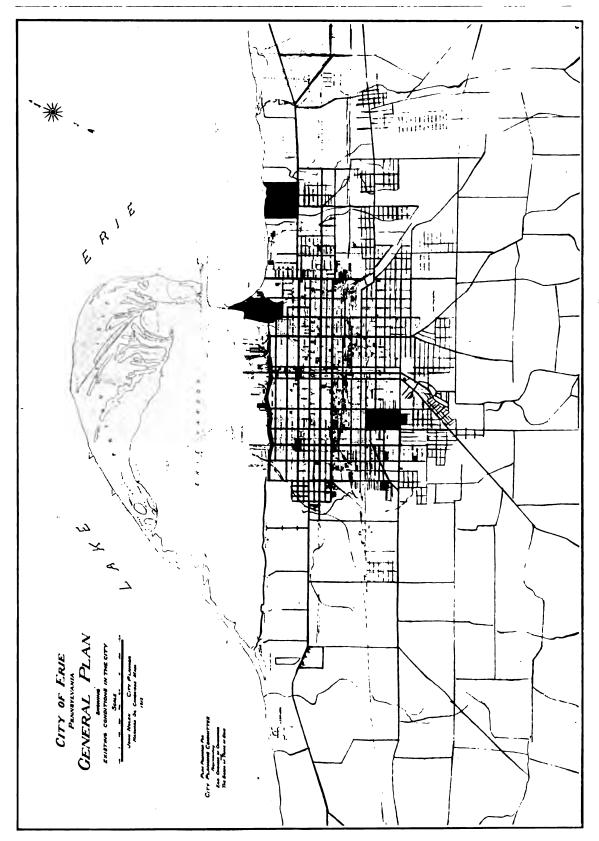
Respectfully submitted,

JOHN NOLEN,

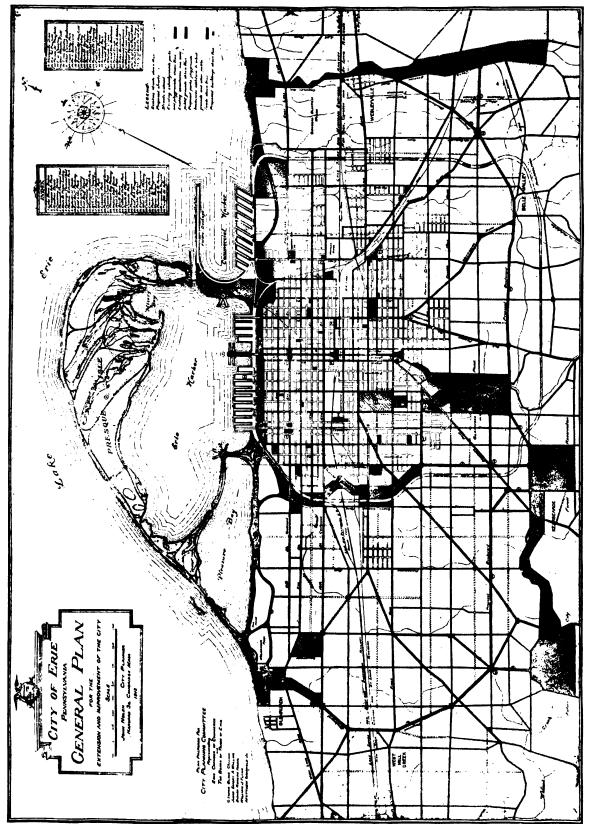
Cambridge, Mass.,

September 24th, 1913

City Planner.



GENERAL PLAN OF THE CITY OF ERIE SHOWING EXISTING CONDITIONS



General Plan of the City of Erie Showing the Proposed Extensions and Improvements (See inside of back cover for this plan at larger scale in color, size 21" x 32")





WANT the city planned for me and mine, and for all men, women and children, so that life shall be better and safer, employment more certain and secure, and the rewards of labor freed from unnecessary tax and toll.

I know from my own observation that a great saving to all classes might be made if we had the best possible harbors, transportation, terminals, warehouses, streets for teaming, well-planned thoroughfares, and residential sections.

I know also it would help those who labor for wages if there were well-planned factory and housing systems, enough playgrounds, parks, civic centers, larger use of the schoolhouses, better and more places of amusement properly supervised.

All these things the workingman sees that he must demand, but knows when he stops to reason, that he cannot get them merely by having his wages increased, even though he received all the profits of the industry in which he works. These are cooperative jobs and must be gained by the whole community working, planning, pulling together.

I know also that if a plan were made by the best engineers and landscape architects, showing just exactly how my city would look when properly planned and perfected, I could understand this plan and help to work for it, even if it took ten or twenty-five years to get all the things finished. We would all get some things we want to-morrow or next month, and more next year, and so on, and we would all have the fun and joy of helping to get them.

I am certain this kind of work would cut down the cost of crime, poverty, sickness, strikes, failures, loss of life, and children going to the bad. It doesn't take a particularly wise man to see, also, that every rent payer would get more for his money, if we could cut out fooling, blundering, botching, waste, and graft. Also, I see that if it costs more for my grocer to do business than it ought to, on account of all these things, I must pay higher for my groceries. My clothes will cost more, my coal for the fire, everything I use in the house, because the city is badly planned, and costs too much for upkeep. The bill comes to me and you can bet I have to pay every last penny of my share.

Now I have confidence enough in the honest men of my city to believe that in committees of many organizations, all pulling together, this work of planning the city as it ought to be could be done honestly, and little by little, without running too far into debt.

I know that I and thousands like me would be glad to put a few dollars of our savings into the loans to carry this work along if given the chance.

Let me tell you, I am not so much of a fool as not to know this kind of an undertaking would make work lively for carpenters, masons, painters, plumbers, and all other artisans, and also the skilled workers who prosper when there is a live spirit of growth in a city, and business is good with manufacturers and merchants.

Why wouldn't it make good times for bankers and financial men, with such a demand for money to make improvements?

You can't see that it would do anything but help honest real estate interests.

The newspapers would boost the work along, for a growing city would help to get better news, more subscribers and more advertising.

The preachers might cheer up and not get so discouraged, for it would help their work at the bottom, by preventing so many going bad; and they would have less trouble patching up a few that they now reach, who have gone wrong.

Now it seems to me there would be a way of figuring out all these things in advance to find out the cost and the best way to make improvements, by tested standards, just as we do in our shops. If you go about it that way and find what cities have done along the best lines all over the world, where is the risk? Only the rotten and crooked would get wiped out.

Yes, I think I can understand well enough what City Planning by engineers and along scientific lines means, and I believe you could get rich and poor to work together for it, if somebody who was fit for the job would make the plan, and then you get a regular Panama Canal board of honest engineers to take charge and carry it out.

When everybody understood what you were driving at and agreed to it, and took off their coats to help, you would get united action for the first time in the city—united action for a grand good thing that everybody wanted, and which would benefit all, would be the greatest thing that ever happened in our city.

Show me your plan to make this a perfect city, and when election time comes around, I'll feel at last I have got something worth voting for, if you will put it on the ticket in a few words and give me a chance at it.

COMMITTEE ON CITY PLANNING, BOSTON CHAMBER OF COMMERCE.



STATE STREET, ERIE

A wide (100 ft.) Thoroughpare, extending from the water front to 26th street, with important developments at the lake front of the public landing, at perry square of the civic center, and at 14th street of the union railroad station. The street has ample width for transportation purposes and for the requirements of the main retail business street. Unfortunately, however, it is cluttered with poles and wires, and the buildings have developed without adequate regulation





FRIEDRICH STRASSE BERLIN, GERMANY BISMARCK STRASSE
TWO EXAMPLES OF GERMAN STREET DEVELOPMENT. ALL BUT TROLLEY WIRES ARE UNDERGROUND

The general scheme or net-work proposed for these main streets is approximately rectangular, virtually an extension of the present excellent street system with streets running generally east and west and north and south. The outlying

system also includes, however, a sufficient number of essential radial and diagonal streets and a circumferential parkway. It appears to be impracticable to extend the radial and diagonal streets into the heart of the old city. Important intersections are given special emphasis and treatment. The topography of this outlying section of Erie being without steep grades, I believe that it would be well to lay



STATE STREET AND TURNPIKE LOOKING SOUTH FROM 13TH STREET
SHOWING RAILROAD BRIDGE AND CHARACTER OF BUILDINGS IN NEIGHBORHOOD
OF PROPOSED PLAZA

out the main street system in some such manner as indicated. The streets need not be absolutely straight. When their definite location is fixed, there will be an

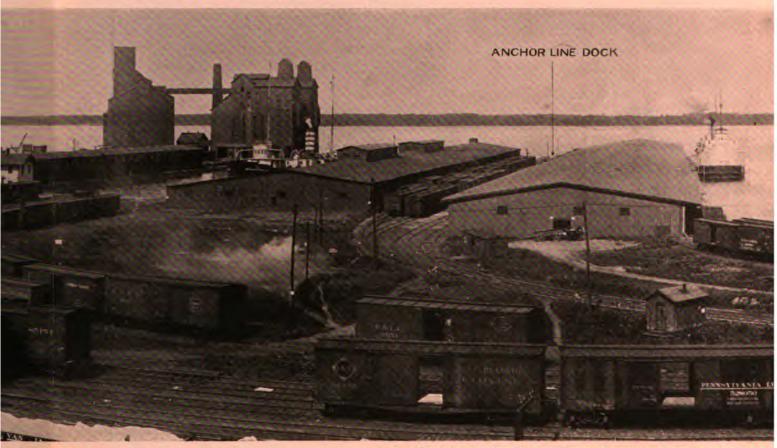


PEACH STREET, ERIE, LOOKING SOUTH FROM UNION STATION
SHOWING CHARACTER OF BUILDINGS ON ONE OF THE STREETS THAT WILL BE
AN APPROACH TO THE NEW UNION STATION. WIDENING OF PEACH
STREET IS RECOMMENDED

opportunity to take advantage of grades by making slight modifications in the alignment. Between these main thoroughfares I should recommend a method of sub-division which would permit of a good deal of variety, and include an irregular and informal lay-out wherever the purposes for which the property was to be used made such irregularity desirable. In fixing the tentative location of the thoroughfares and



OWING PROBABLE SITES FOR NEW UNION DEPOT, GRADE CROSSINGS NECESSARY TO ELIMINATE, STATE STREET 100 FEET WIDE NOW OBSTRUCTED WIDE GATEWAY, AT PERRY SQUARE OF THE CIVIC CENTER, AT 14TH STREET OF THE RAILROAD GATEWAY AND BY REGULATION OF BUILDI



DEVELOPMENT PROPOSED IN THIS REPORT

PANORAMA OF ERIE WATER FRONT FROM STATE STREET EAST SOUTH

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2. That the following streets be improved by an appropriate treatment of their terminations:

Parade Street at 28th Street where it divides, one section being French Road and the other Wattsburg Road.

East Tenth Street at Franklin Avenue (Fagan Road.)

East Twelfth Street at Franklin Avenue (Fagan Road.)

East Twelfth Street at Twelfth Street Square, formed at its intersection with East Avenue.

3. That the following streets within the present city limits be extended:

East Avenue and Parade Street to docks.

State Street to docks (higher level).

Chestnut Street and Liberty Street to docks.

Improvement of East Avenue connection over railroad tracks.

Connection of Fourth Street with way to docks.

Wayne Street with way to docks.

Hess Street over tracks to Brandes Street.

Minor extensions and connections on the present lines.

4. That the following streets within present city limits be widened:

Peach Street.

French Street.

Ash Street.

Sassafras and Holland Streets (to 84 feet.)

Chestnut Street (to 84 feet.)

18th Street from State Street to Buffalo Road (with new bridge over tracks.)

19th Street from Peach Street to Brown's Avenue.

Brown's Avenue.

5. That, so far as possible, all streets be eliminated or vacated that are bad because of very steep grades, dangerous railroad crossings, or a very poor division into blocks.



6. That the following streets beyond the present city limits be extended, widened or otherwise improved as indicated:



WEST 10TH BOULEVARD, WEST FROM CHERRY STREET, ERIE

Radial and Diagonal.

Widening of East Lake Road and new diagonal east from Four Mile Creek.

Widening and extension of Warfel Avenue (then by Cooper Mill Road.)

Widening of Arbuckle Road and connection with Railroad Street.

Widening of Wattsburg Road.

Widening of Old French Road and connection over Mill Creek.

Widening of Edinboro Road.

Extension of Brown's Avenue.



BOULEVARD RASPAIL, PARIS. THE LAST BUILDING IN THE LINE OF OPENING FROM RUE DE GRENELLE

AN ILLUSTRATION OF THE CUSTOMARY METHOD OF WIDENING STREETS BY FIXING A NEW BUILDING LINE TO WHICH ALL NEWLY ERECTED BUILDINGS MUST CONFORM. THIS METHOD HAS BEEN USED EXTENSIVELY IN EUROPE, AND HAS BEEN APPLIED WITH SUCCESS IN A NUMBER OF AMERICAN CITIES, NOTABLY, PHILADELPHIA. IT IS THE METHOD RECOMMENDED FOR THE WIDENING OF SOME OF ERIE'S IMPORTANT BUSINESS STREETS

Diagonals from junction of 21st Street and Pittsburgh Avenue.

Various short diagonal connections.

East and West Streets.

East Lake Road Improvement.

West 8th Street from city line west to Waldameer (later on the widening might be extended to State Street.)

Tenth Street extension and improvement.

Twelfth Street improvement.

Intercepting road parallel to tracks from East Avenue to Adams Road.

Buffalo Road widened.

Ridge Road (26th Street) extended from Adams Road to Colt's Station Road and widened throughout its entire length.

Extension of street south of city limits to Colt's Station Road.

Cooper Mill Road Improvement.

New Road, Glenwood Park to Eastside Circus.

Connecting up of roads south of Belt Line Railroad.

On west side new streets every onefourth to one-third mile apart, tying up existing streets.

Extension of Twelfth Street.

Extension of Eighth Street.

Extension of Sixth Street.

Widening of West Lake Road.

North and South Streets.

Lee Road extended and widened.

Colt's Station Road and Crowley Road widened and connected up.

Adams Street extension to Belle Valley.

East Avenue improvement and extension.

Ash Street extended and connected up.

Old French Road widened, extended and connected by diagonals with French Street and State Street Square.

Cascade Street extended by City of Erie Forest.

Green Garden Road and Pittsburgh Avenue extended.

On west side new roads approximately every half mile apart, tying up all existing streets.



VIEW SHOWING GOOD TREATMENT OF SEPARATION OF GRADES WHERE WADE PARK AVENUE CROSSES OVER THE BOULEVARD IN ROCKEFELLER PARK, CLEVELAND, OHIO

A TRUTH NOT TO BE OVERLOOKED

"Those who refuse improvement because it is INNOYATION, will one day, be compelled to accept innovation, WHEN IT HAS CEASED TO BE IMPROYEMENT"

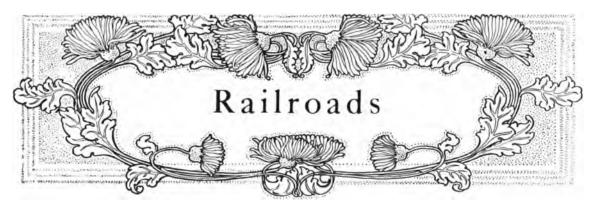
RAILROADS: THE FRAMEWORK OF THE CITY PLAN

There is little doubt that the thousands or even hundreds of thousands of dollars of expenditures which may be incurred by States and municipalities within the next few years, for the purpose of intelligent and thorough analysis of the railroad problem, will return many fold to coming generations, who instead of wondering at the lack of foresight of their progenitors in allowing development along lines of least resistance, will commend the judgment of those who, foreseeing the needs of the future, provided for the laying down of an ultimate and enduring system of terminal transportation for the betterment of the commercial and housing interests of the community, and the general welfare of the inhabitants.

GEORGE R. WADSWORTH,

Consulting Engineer to Metropolitan

Improvements Commission, Boston.



EXISTING CONDITIONS

HE building of steam railroads in Erie dates from about 1850. There are now five railroads in the city, viz.: Lake Shore & Michigan Southern; Philadelphia & Erie; Pittsburgh, Bessemer & Lake Erie; New York, Chicago & St. Louis; and Erie & Pittsburgh. They occupy four general locations—the line of

Fourteenth and Fifteenth Streets, the line of Nineteenth Street, the west half of Twelfth Street and the Water Front immediately in front of the city. Connections from Fourteenth and Nineteenth Streets to the water front are made at the east and west ends of the old city, traversing in the main, the valleys of small streams. These connections at the water front are not adequate or convenient and are now monopolized by the Philadelphia & Erie and the Erie & Pittsburgh, which are a part of the Pennsylvania Railroad system. The so-called Union Passenger Station is located in the block between Fourteenth and Fifteenth Streets and between Peach and Sassafras Streets. The building dates from 1864. It is antiquated and outgrown. Other passenger stations are located as follows: New York, Chicago & St. Louis at the corner of Nineteenth and Holland Streets; and the Pittsburgh, Bessemer & Lake Erie, on the south side of Twelfth between Peach and Sassafras Streets.

Freight Depots are located as follows: Lake Shore & Michigan Southern on Sassafras Street opposite Fourteenth Street; New York, Chicago & St. Louis on Nineteenth Street between German and Parade Streets; Pennsylvania Railroad, Philadelphia & Erie yard, on Sixteenth Street opposite Wallace Street; Erie & Pittsburgh, on Sassafras opposite Thirteenth Street; Pittsburgh, Bessemer & Lake Erie on Twelfth Street, between Peach and Sassafras Streets.

The principal freight yards are located as follows: Lake Shore & Michigan Southern, (1) City limit east to the General Electric Works, between Fifteenth and Sixteenth Streets extended; (2) Holland and Parade Streets on Fifteenth Street; (3) Poplar to Sassafras Streets between Thirteenth and Fourteenth Streets; The New York, Chicago & St. Louis, (1) Nineteenth Street, Holland and Parade Streets; Philadelphia & Erie shops, Fifteenth and Eighteenth Streets, Ash Street and East Avenue, (1) Buffalo Road, between Warfel Avenue and Railroad Street; (2) East of Arbuckle Road; (3) Present water front East end; Pennsylvania Rail-



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Union Station, Portland, Me.

A good example of a union station in an american city about the same size as erie. It is to be commended particularly for the liberal and attractive treatment of the plaza, surroundings and approaches to buildings

road, Sixteenth Street, Parade and Ash; Erie & Pittsburgh Road, (1) Pittsburgh Avenue and Green Garden; (2) Chestnut to Sassafras Streets between Twelfth and Fourteenth Streets; (3) Water front, west end; Pittsburgh, Bessemer & Lake Erie, Green Garden.

The shops of the Philadelphia & Erie are in the neighborhood of Wayne Street from Fourteenth to Eighteenth Streets. With the exception of State, French, and Ash Streets, where the roadway goes under the railroads, all crossings are at grade. Buffalo Road goes over Philadelphia & Erie. The tracks are to be raised at Liberty Street so as to permit the street to go under.

GENERAL RECOMMENDATIONS

The principal recommendations for the improvement of railroad facilities in Erie, so far as city planning goes, are as follows:

The gradual abolition of all grade crossings.

The concentration of tracks on the line of Fourteenth and Fifteenth Streets.

The proper location and construction of a new Union Station.

The radical re-arrangement of tracks along the water front.

The organization and construction of a Belt Line Railroad.

The adoption of a policy for the removal, so far as possible, of freight, storage and switching yards from the center of the city to the more open country beyond.

With the exception of State, French and Ash Streets where the streets go under the railroads, and Buffalo Road where the street goes over, all the railroad crossings in Erie are at grade. Plans have been approved, however, for the separation of grades at Liberty Street by putting the street in subway under the tracks.*

The topography of Erie and the established grades of the railroads are such that I favor the general elevation of the railroads throughout the city, the streets going under, except on the water front where the streets should go over the

tracks. It is important, however, that the railroads should be required to raise their tracks sufficiently high to make these changes in a desirable way, and that adequate street width should be secured. The Ash Street separation of grades, for example, is not satisfactory.

As rapidly as possible negotiations should be made for the separation of all grades in the built-up areas, without as well as within the city limits. Such action, will be



BRUSSELS-PASSENGER STATION

A passenger station with adequate provision of paved plaza in front of the station for the use of automobiles and other vehicles needed to provide the facilities necessary for public convenience

greatly facilitated by the new Public Service Company Law of Pennsylvania, quoted on page 145. Massachusetts, New Jersey and New York have such laws.†

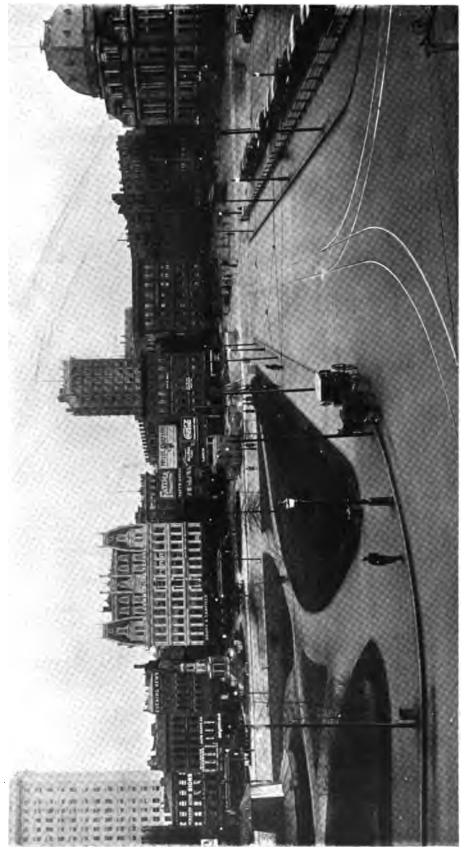
It would be better for Erie, and probably better in the long run for the railroads also, if they had a general location farther south. A shift now, however, would be difficult if not impossible, on account of the large amount of capital invested and the industrial developments which have established themselves

^{*}The terms for these changes are published on page 147.

[†]Under the Massachusetts law, passed in 1890, provision is made for the gradual abolition of all grade crossings in the Commonwealth, by a system which makes an equitable division of the expense among the parties interested. The division varies somewhat in different cases, but, as a rule, the railroad company pays 65 per cent., the State 25 per cent., and the city or town 10 per cent. Over a hundred and fifty grade crossings have been eliminated under this law at a cost of over twenty-five million dollars.



VIEW OF UNION STATION, PROVIDENCE, R. I., DEC., 1913. LOOKING NORTH OVER NEW MALL, EXCHANGE PLACE AND CITY HALL PARK SHOWING THE SATISFACTORY SOLUTION OF A SIMILAR BUT MORE COMPLEX PROBLEM THAN NOW CONFRONTS ERIE IN THE LOCATION OF ITS RAILROAD GATEWAY, WITH CREDITABLE ENVIRONMENT. FOR FULL DESCRIPTION SEE PAGE 245



PROVIDENCE CIVIC CENTER. VIEW TAKEN DEC., 1913. FROM FRONT OF UNION STATION LOOKING SOUTH ACROSS CITY HALL PARK, EXCHANGE PLACE AND NEW MALL. NOTE THE ADEQUATE APPROACHES PLANNED TO AVOID CONGESTION OF TRAFFIC. FOR FULL DESCRIPTION SEE PAGE 245.

along the present railroad lines. It would be possible, however, and better to take steps for the future removal of all railroad tracks from Twelfth and Nineteenth Streets and their concentration on the line of Fourteenth and Fifteenth Streets. The tracks on Twelfth and Nineteenth Streets will become an increasing disturbance with the growth of the city. Now is the time to plan for their removal.

I have reviewed the various reports and opinions upon the location of the proposed Union Depot and examined the surroundings of the present depot. The location that I should favor, provided sufficient ground could be obtained, would



A LOCAL SUGGESTION FOR A UNION PASSENGER STATION AT ERIE

MR. HAROLD CODY, SON OF ARCHITECT C. PAXTON CODY, TOOK FOR HIS THESIS WHEN GRADUATING FROM THE UNIVERSITY OF PENNSYLVANIA, THE SUBJECT, "ERIE'S CITY PLAN," AND HOW IT COULD BE IMPROVED, ILLUSTRATED BY DRAWINGS. IN THIS THESIS HE USED THE SUGGESTION OF HIS FATHER, THAT THE UNION STATION OR TRAFFIC GATE OF THE CITY SHOULD BE ASTRIDE STATE STREET, WITH WAITING ROOM DIRECTLY OVER THE STREET AND TRACKS SUFFICIENTLY ELEVATED SO THAT PASSENGERS ENTERING OR ALIGHTING COULD PASS UNDER THE TRACKS TO THEIR TRAINS FROM AND TO THE WAITING ROOM DIRECT. THE ABOVE PERSPECTIVE SHOWS THE MAIN BUILDING FOR GENERAL STATION AND RAILROAD OFFICES WITH LOWER WINGS EXTENDING EAST AND WEST, WHILE THE GROUND STORY OR BASE OF THE BUILDING EXTENDS FROM FRENCH TO PEACH STREETS, THE WEST WING OF WHICH IS INTENDED AS A TROLLEY STATION AT WHICH IT WAS SUGGESTED THAT ALL SUBURBAN CARS WOULD INTERLOOP UNDER COVER WITH THE MAIN LINES OF THE CITY CARS; THE EAST WING TO BE USED FOR BAGGAGE AND EXPRESS SERVICE.

THE SUGGESTION IS THAT STATE STREET SHOULD BE WIDENED AT THIS POINT WITH SOME PARKING ON BOTH THE NORTH AND SOUTH APPROACHES, THE BUILDING TO SPAN THE WIDENED THOROUGHFARE WITH THREE ARCHES, THE CENTER TO BE USED FOR THROUGH TRAFFIC AND THROUGH CITY CARS NORTH AND SOUTH. WHILE FROM EACH SIDE ARCH EASY STEPS LEAD UP THROUGH TO A LARGE VAULTED WAITING ROOM, MAKING A BEAUTIFUL ENTRANCE AT EACH END OF THE LARGE ROOM. HE ALSO SUGGESTED AS AN AFTER THOUGHT THAT IN PLACE OF THE OUTSIDE MONUMENTAL STAIRCASES, OR SUPPLEMENTARY THERETO, A DRIVEWAY LEAD UP ACROSS NORTH FRONT OF BUILDING RISING BOTH FROM FRENCH AND PEACH STREETS WITH EASY GRADE TO LEVEL OF WAITING ROOM, WHERE A LARGE MARQUISE WOULD PROVIDE A SHELTERED ENTRANCE FROM VEHICLES TO STATION, DIRECT TO WAITING ROOM.

be directly across State Street, between Fourteenth and Fifteenth Streets, or, if that is not practicable, then immediately west of State Street in the same block. Wherever the depot is located, care should be taken to link up and connect with it the street car lines in the most convenient way possible, and to provide ample plaza and open space around the building to take care of the traffic connected with a railroad terminal and to render the surroundings sightly as well as serviceable.

At the present time the Erie water front is reached only by the Philadelphia & Erie Railroad and the Erie & Pittsburgh Railroad, which are a part of the Pennsylvania Railroad System. The result is that rail and water transportation are in no sense effectively linked up and Erie loses one of its greatest opportunities for commercial and industrial prosperity. The present situation on Erie's water front is both uneconomical and unsightly and should not be allowed to continue. The plans submitted with this report provide for a wide right of way, immediately back of the docks and piers which would be open for the use of all the railroads now entering Erie and all the railroads that may enter in the future. Nothing is more vital to the city's commercial development and increase of wealth. Further reference will be made to this subject in the discussion of plans for the improvement of the "Water Front."

Closely related to the linking up of rail and water transportation in Erie is the construction of a "Belt Line." The primary purpose of the Belt Line Railway would be to furnish direct and economical connection for the transfer of goods from factory to railroad, from one railroad to another, from railroad to ship, and from ship to railroad. The Belt Line has been given a definite location on the General Plan, but this location is subject to re-study, re-consideration and change. In fixing upon the best location, all the connections referred to above must be taken into account; also grades and the cost of land or right-of-way. The necessary surveys are not now available. With the increase of business and population in Erie, the Belt Line may be shifted or extended to meet the new demands upon it.

A Belt Line for Industrial use is no new idea. Among other cities having such railways may be mentioned Cleveland, Buffalo, Detroit, Duluth, Milwaukee and Chicago. In fact, Erie is the only large city on the Great Lakes that has not now a Belt Line Railway.

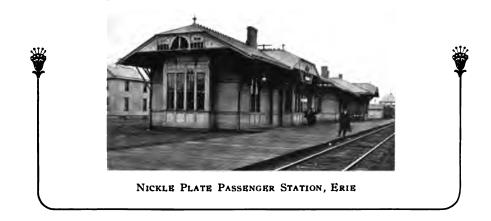
The construction of a Belt Line Railroad would likewise facilitate the proposed removal of freight, storage and switching yards from the center of the city to the more open country beyond. The advantages of these changes, which could be carried out gradually as opportunity offers, would be very great. They would release land in the city which is now or will become later more valuable for other purposes; they would give the railroads the additional space required for freight and storage; they would save time and lower taxes.

SPECIAL RECOMMENDATIONS

The report of Mr. Henry C. Long on the Commercial Development of Erie, which was prepared for the City Plan Committee and which is herewith submitted, contains the following specific recommendations with regard to the Railroads of Erie:

- (1) That the City of Erie own or control all railroad terminals in Erie.
- (2) That the City of Erie own or control a Belt Line Industrial Railway, giving equal facilities to all railroads, business men and manufacturers.
- (3) That a movement be inaugurated to make the City of Erie the terminal of the Erie Railroad System from Erie to the sea coast.
- (4) That Erie work for direct railroad connections with tidewater ports over the Erie Railroad, the Pennsylvania Railroad and the Baltimore & Ohio Systems.
- (5) That an adequate interurban trolley freight and passenger station be located in the central section of the city.
- (6) That the tracks of the railroads passing through Erie be depressed, the streets going overhead.

In all these recommendations, I concur, with the exception of the depression of the railroad tracks. As already stated I believe it would be better to raise them.





A VIEW INDICATING THAT ERIE IN COMMON WITH MOST CITIES SUFFERS BECAUSE OF LACK OF ADEQUATE MEASURES TO ABATE SMOKE

THE PROBLEM AND ITS SOLUTION

The burning of coal without smoke is a problem that concerns everyone directly, because of the advantages of smokeless combustion in the way of economies derived not only by the consumer, but by the general public upon whom the smoke nuisance is afflicted. In addition, smoke abatement is a factor in conserving the fuel, resources of the world.

The fact has been established that not only bituminous coals high in volatile matter can be burned without smoke, but also that large plants carrying loads that fluctuate widely, where boilers over banked fires must be put into service quickly, and fires forced to the capacity of their units, can be operated without producing smoke that is objectionable. Proper equipment, efficient labor, and intelligent supervision are the necessary factors.

With the knowledge that smoke can be prevented, there has come an increasing demand from the people of the large cities that it shall not be allowed to pollute the atmosphere. As a result of the demands of the public the ordinances of some of these cities require that all new plants be equipped properly and that old ones be remodeled within a reasonable time.

It is recommended by the Department of the Interior, Bureau of Mines, that in order to improve conditions a record of all equipment, furnaces and locomotives be made, and that improvements, methods of operation, and the kinds of coal used be made a special study. It is only by such systematic methods that the local problem can be solved.

The personal element is the most difficult obstacle to overcome in the fight against smoke. Study of the requirements and a desire to obtain good results on the part of the firemen will do more to clear the air in our city than any other one influence.

THE GREAT LAKES *

No cannon-bristling squadrons ride at rest
Within gun-sheltered harbors on these Lakes;
Here but the urgency of Commerce wakes
The cloven-waves to song, with keels deep-pressed
Into their bosoms; hurrying east and west,
Trade's myriad-flagged Armada ne'er forsakes
These seas at Desolation's hest, but makes
A fruitful highway of their neutral breast

Hamburg has a superb equipment, partly the gift of nature, partly of her own creation. She uses this equipment in the most scientific and efficient manner to enhance her own prosperity, but still more to further the development of the country she serves. The Germany of to-day is unthinkable without Hamburg, which is the symbol of German persistance, thoroughness, care of details, appreciation of opportunity and nice adaptation of the means to the end in view. The equipment of the port and the use of that equipment have been made under conditions similar to our own. Therefore a study of the port of Hamburg has more than the theoretical interest that attaches to a consideration of the construction and operation of any perfect thing. It has the practical interest that follows those achievements which show us the way to the removal of our own imperfections.

"THE PORT OF HAMBURG"

Edwin J. Clapp.

^{*}By agreement between the United States and Great Britain these waters are free from warships and other hostile activities by both nations.



EXISTING CONDITIONS

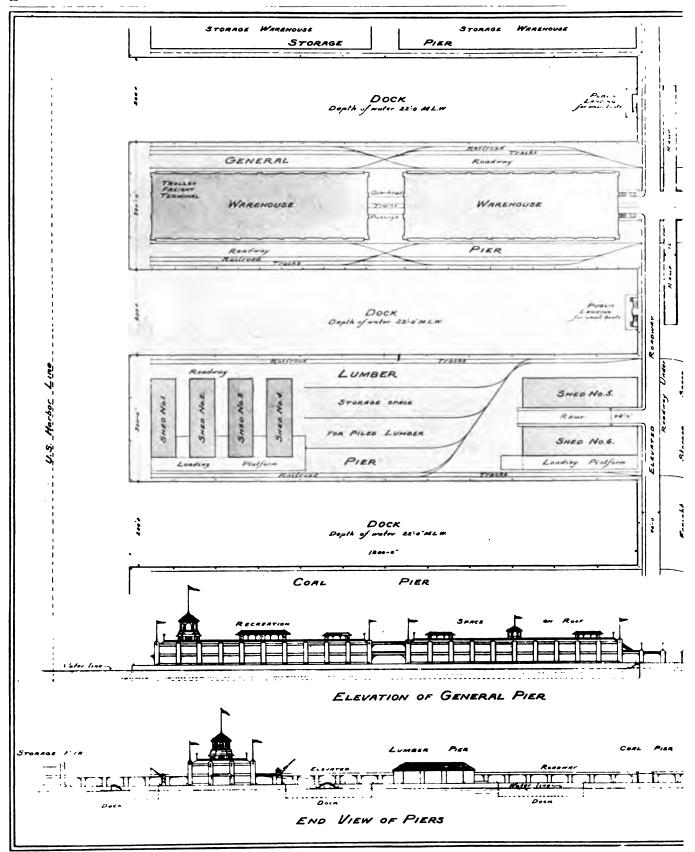


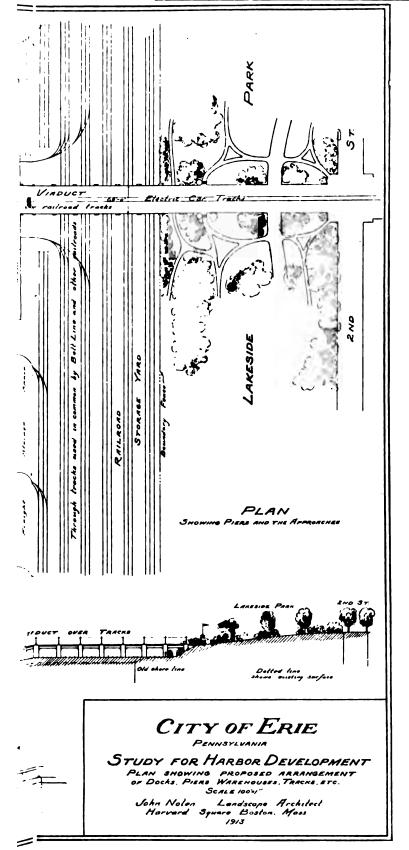
ONSIDERING the opportunity, the existing conditions on the Erie water front are decidedly unsatisfactory. The harbor is naturally the finest for commerce on the Great Lakes because of its size, depth of water and protection by

the peninsula. Yet at present the arrangement of piers and docks is chaotic and wasteful and such very meagre facilities as exist are owned or controlled by the Pennsylvania Railroad System. The whole development is cheap and disorderly and appears to tend to become more so. There is a large Public Landing at the foot of State Street, 100 feet wide and 550 feet long. It was built by the State of Pennsylvania in 1909 at a cost of \$150,000. The city owns none of its water front, except the street ends, the waterworks property and some undeveloped land and water lots at the east end of the Harbor.

The recent findings of the Interstate Commerce Commission, in connection with the investigation of the New York, New Haven & Hartford Railroad System, have a bearing upon the Pennsylvania Railroad System as it effects Erie. The Interstate Commerce Commission held that the financial operations of the New Haven system in carrying out its policy of consolidation and control of all transportation lines have been wasteful, complex, and confusing; that to remedy the evils, injurious both to the public and the investor, which have grown out of this policy of monopolizing transportation at all hazards, the New Haven System should divest itself of its trolley lines and its steamship lines; and that every interstate railway should be prohibited from spending money or acquiring property except in the legitimate operation, improvement, or development of the railway itself. Such findings as these should be a warning to the railroads throughout the United States and encourage cities like Erie in their desire to own or control their own water-fronts.

The provisions on the water front for recreation and pleasure are no better than those for commerce. It is true that the city owns a narrow, irregular strip, known as Lakeside Park, but this is inadequate in extent, illogical in boundaries and only partly developed. There is also a small park in connection with the pumping station of the Water Works. Except the Yacht Club, some shack-like boat-houses, and a small swimming pool, no proper provision has been made by





public authority or private enterprise for the enjoyment of boating and swimming by the people of Erie. This represents a loss of one of the great natural advantages of the city, which ought to be used to place Erie ahead of cities without a water frontage.

GENERAL RECOMMENDATIONS

The great hope of Erie for the future is its water front. At present, however, the water front and harbor of Erie contribute very little indeed to the business development of the city or to the pleasure of its citizens. Why is this? The existing conditions are due first to the entire lack of any good planning of a comprehensive character, and secondly to the fact that the private owners of the water front appear to take little or no interest in its development.

One of Erie's greatest temptations is to continue to depend upon the advantages of its "natural harbor." An authority on docks and harbor improvements has recently written on this point as follows:

"The principal purpose of a harbor is to furnish a means of transference of freight between inland and seagoing carriers. The harbor which affords the cheapest and most expeditious means of transference will attract the greatest patronage, provided its location is not such as to be a handicap. Vessels do not seek so much a spacious harbor as they do one in which they may quickly discharge their cargoes and reload at small expense. Hence a city, by the erection of a breakwater, the dredging of a creek or river and the construction of modern docks laid with railroad tracks, permitting cars to be brought alongside the vessels and fitted with the latest facilities and mechanisms for loading and unloading, will be in a more advantageous position than a city in which the natural harbor is better, but in which modern systems have not been installed.



HARBOR FRONT AT FOOT OF WALNUT STREET—TYPICAL OF THE UNSIGHTLY DEVELOPMENT AND DISORDERLY USE OF ERIE'S WATER FRONT BROUGHT ABOUT BY INDIVIDUAL EXPLOITATION. UNDER PROPER MUNICIPAL CONTROL ALL THE PEOPLE COULD HAVE ACCESS TO THE FACILITIES AFFORDED BY THE WATER FRONT FOR RECREATION AS WELL AS BUSINESS, AND MANY ECONOMIES WOULD RESULT FROM SUCH CITY CONTROL AND DEVELOPMENT

"The commerce of a maritime city is composed of freight handled by inland carriers, such as railroads, lake steamers, canal boats and other forms of transportation, and coastwise and overseas freight, and, in addition, the products of its own factories.

"The arriving freight is for four principal purposes: immediate trans-shipment, storage for later shipment, material for the city's manufactures, or goods for consumption in the city itself. The facilities of the city should, therefore, be planned so that the freight for each of such purposes is handled in a different manner."

There is usually little or no conflict between the requirements of water frontage for recreation and water frontage for commerce. This is particularly true of Erie. The water frontage for both purposes, assuming the building of a suitable breakwater, is virtually unlimited and naturally divides itself into two main parts—recreation west of the city and commerce east of the city. Natural topography, depth of water, the location of railroads, the sections favored by factories, and the prevailing winds—all support this division. Immediately in front of the city and to the west there is ample opportunity to provide facilities for parks, pleasure boating, passenger boat service and commercial development, so that each will help or harmonize with the other. East of the city, there is endless opportunity for industry so that each will help or harmonize with the other.

My principal recommendations are the adoption of a general plan along the lines of the one submitted, and the ownership or control of the entire water front in the interest of the general public. Satisfactory plans for commercial development cannot be made for land owned by a large number of private parties and the overlapping plans for recreation make public ownership imperative.

Toronto is an example for Erie. The two water fronts and harbors are surprisingly parallel in character and arrangement, as may be seen by comparing the plans in this report. Up to the present time the development in both places has been desultory and piecemeal. Toronto, however, has now acted. It has definitely adopted a progressive policy of harbor development. The matter was taken up by the Toronto Board of Trade and the City Council, a plan was agreed upon, and the question of creating a Harbor Commission was submitted to the public and approved. The result is the creation of a new Board of Harbor Commissioners with very wide powers for the development and management of the Harbor of Toronto and the improvement of the city's water-front generally. While the Commissioners were appointed primarily for the purpose of controlling and developing the harbor proper and the adjoining industrial areas, they will engage extensively also in shore protection and park making as they feel that it is their duty to plan for the fullest possible development of all the property placed in their charge along the lines to which each particular section is best suited. The Commissioners are convinced that with the carrying out of the work projected by them the Harbor of Toronto will be second to none on the Great Lakes, and will be the equal of almost any harbor on either the Atlantic or Pacific coasts, that proper facilities will have been provided for the encouragement of waterborne traffic, and that Toronto will possess a lake front parkway and boulevard drive which will not be surpassed by anything on the American continent.

The Toronto plans provide for development along three lines:

- (1) Industrial Development in the Ashbridge Bay District and on a seventeen acre area at the foot of Bathurst Street.
- (2) Commercial and Dock Development at both these points and on the Central Waterfront.
- (3) Park and Boulevard improvements along the twelve miles of outer waterfront from Woodbine Avenue to the Humber River, with a protected waterway from the Humber on the west to Victoria Park on the east.

A preliminary estimate places the total cost of the entire Toronto project at \$19,142,088.00, to be borne by the Dominion Government, the City of Toronto and the Commissioners, in proportions, varying according to the



LAKE SHORE, ERIE LOOKING WEST FROM EXTENSION OF FRANKLIN AVENUE

object of the different works. The engineer has estimated that the entire work can be carried to completion within eight years from the commencement of



TRACY POINT—ERIE HARBOR

active operations, and this estimate has been based on such conservative figures that the Commissioners believe it will not be exceeded*

The progress of the various States in this country in water front development has recently been summarized in an official report by Frederick L. Ford to the Connecticut River and Harbors Commission, some passages from that report with its recommendations are submitted as of special interest to Erie and the State of Pennsylvania at the present time.†

THE UNITED STATES

The last few years have witnessed a tremendous awakening to the possibilities of the nation's 26,226 miles of navigable rivers and to the development of the harbors upon our coasts. This movement has created a widespread interest in what can be attained in the United States by the proper development of our natural waterways and has led to the projection of many plans of magnitude, some of which are in embryo and others are near fulfilment. Many States have

provided for commissions to investigate conditions as Connecticut has done, but the movement has not been of long enough standing to allow the various States to enact legislation which would be a sufficient guide to follow; hence, it is for Connecticut, in a degree, to be first in laying a foundation for a code of laws covering its waterways that will be a model for other States to follow.

The State of New York is at present constructing a barge canal with a draft of twelve feet from Waterford on the Hudson to Tonawanda on the



POND AT WALDAMEER-ON LAKE FRONT, ERIE

Niagara. For this immense undertaking the State has appropriated \$101,000,000.

^{*}Contracts have been awarded already for \$11,000,000, covering breakwater and filling, to the Canadian Stewart Company.

[†]Additional extracts from Mr. Ford's report on representative European ports are given in the Appendices page 239.

Up to December 1st, 1910, seventy-one contracts have been let for various sections, aggregating \$67,639,651, and a total of \$25,167,084 worth of work has



DUSSELDORF WATER FRONT*

been completed. These contracts were estimated to cost \$69,537,176 in 1903; hence, notwithstanding the increased cost of labor and material, a saving of nearly \$2,000,000 has been made for the State by the "Department of the State Engineer and Surveyor." An interesting matter to note in regard to this great work, is the fact that to date on all claims filed in connection with barge canal improvements, aggregating \$4,955,715, awards only of \$418,525 or 8.4 per cent. have been allowed by the courts. There is also under construction a canal, known as

the Oswego Canal, from Syracuse to Lake Ontario, and another, the Champlain Canal, from Waterford on the Hudson to Whitehall on Lake Champlain. It is expected that the Champlain Canal will be ready for use in the spring of 1913, and the combined Oswego and Erie Canals from Oswego to Troy will be in operation in the spring of 1914, and to Buffalo by the spring of 1915. The State of New York has also authorized the extension to the south of the Cayuga and Seneca Canal at a cost of \$9,000,000.

The completion of these canals is bound to facilitate the movement of bulk freight and greatly reduce the cost of transportation. It will be possible for a

1,000-ton barge to load at any Connecticut port where twelve feet of water is available, and reach cities along the Mohawk Valley, on the Great Lakes, the St. Lawrence River and Lake Champlain.

Illinois has appropriated \$20,000,000 for a canal across the State from Lake Michigan to the Mississippi.

New Jersey, through its Inland Waterways Commission, is building a canal from Cape May to Bay Head, to cost \$300,000, and is asking for an ap-



VIENNA—FRANZ JOSEFS QUAI—DANUBE CANAL*

propriation at the present session of the legislature to purchase a right of way

^{*}Characteristic of the orderly commercial development of European water fronts, combined with the preservation of their use for the common welfare. Note that in Vienna car lines are underneath the boulevard.

across the State for a ship canal 25 feet deep, from the Raritan Bay to the Delaware River. The building of this thirty-one mile canal would save one hundred and eighty-four miles over the present route by water between New York and Philadelphia, and allow the transportation of freight in a class of vessels of much cheaper construction, also reduce the cost of insurance about two-thirds.

Nearer home, we find that the State of Rhode Island has recently appropriated \$500,000 for the improvement of Narragansett Bay and Providence River. The Government has duplicated the amount and Providence has augmented it by \$250,000 for improvements to its terminal facilities. Pawtucket has also voted \$60,000 to improve the Blackstone River, making a total of \$1,310,000 for waterways in that progressive State.

At present, the Board of Engineers of the War Department is seeking



DANUBE AND ROYAL PALACE AT BUDAPEST

EXCELLENT LOCATION AND DEVELOPMENT OF PUBLIC BUILDINGS ON A
BLUFF OVERLOOKING A WATER FRONT

facts concerning the advisability of building a canal around Point Judith, and a private corporation has a ship canal from Buzzard's Bay to Cape Cod Bay twentyfive per cent. completed. The latter project will not only be of immense advantage to commerce, but will be, from a humane standpoint, the greatest improvement ever attained on the Atlantic Coast. On Cape Cod's barren reaches, one thousand wrecks have oc-

curred since 1880, millions of dollars worth of property has gone to pieces, and many a brave sailor has found a watery grave. As recently as January 10, 1911, seventeen seamen perished in a fifty-mile gale on Peaked Hill bars, all of which sacrifice of life would have been avoided if the Cape Cod Canal was finished.

Massachusetts has a Board of Harbor and Land Commissioners who have wide and varied powers. This commission has been in existence a number of years and has been a great factor in the improvement of the State's waterways. Boston Harbor has been the chief object of attention and at present the State, through this commission, is to reclaim two thousand acres of flats and build new piers at an expense of \$5,000,000. The Commonwealth flats are a notable example of the commission's activities. During 1910, the State leased to the New York, New Haven & Hartford Railroad a large dock, built upon reclaimed lands, netting the State three and one-half per cent. on the investment.

RECOMMENDATIONS

- 1. We recommend the creation of the office of a "State Engineer to be filled by a graduate civil engineer, who shall have general supervision over any and all changes or betterments that may be projected or carried out to its rivers or harbors by the State, with sufficient authority to enable him successfully to discharge the duties of his office. (This commission suggests that such "State Engineer" might also have direct supervision of the construction and maintenance of roads, bridges or any other engineering work that the State may require).
- 2. We recommend a permanent Rivers and Harbors Commission to consist of three persons, to be appointed by the Governor, and that the State Engineer shall work in conjunction with said commission on all matters pertaining to rivers

and harbors in this State. Said commission should also have authority to direct the rivers and harbors work of the Engineer.

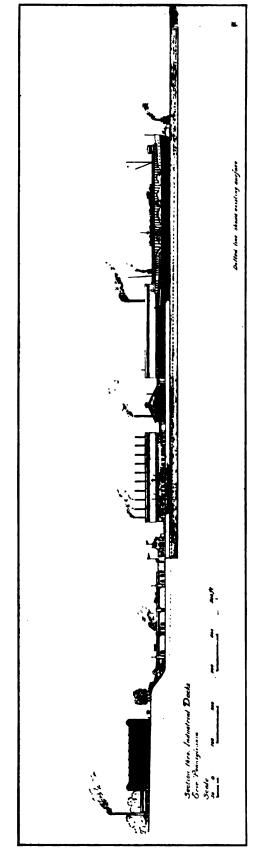
- 3. The Commission should be invested with State authority to consult with the proper Federal authorities regarding government expenditures on the waterways of the State whenever necessity demands.
- 4. The Commission should have authority to direct the State Engineer to survey such routes for



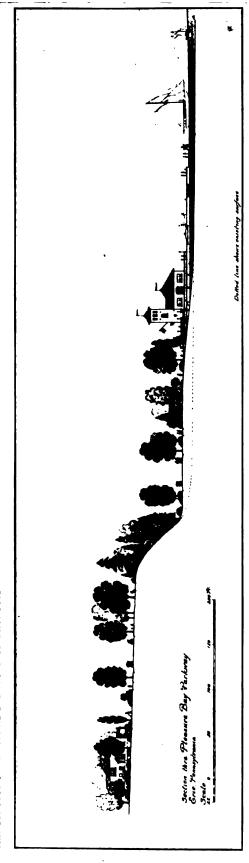
PARIS — SOUTH BRANCH OF THE SEINE EAST FROM PONT NEUF SHOWING USE OF RAMPS AS SUGGESTED IN ERIE PLAN (PAGE 48)

canals in connection with navigable waters as may seem feasible, and to prepare estimates of cost as directed, but the Commission shall have no authority to construct any canals, but shall report their findings with recommendations to the legislature.

- 5. The Commission should confer with the municipalities and towns located on waterways in the State in regard to water terminal facilities; to bring about if possible better facilities for the exchange of freight between rail and water, also to expedite the final distribution of such freight; and shall also promote in every possible way the establishment of proper discharging facilities on municipal docks.
- 6. The Commission recommends that a municipality or town that desires to establish public wharves, shall have the right to condemn waterfront property for such purpose.



SECTION TAKEN THROUGH A TYPICAL INDUSTRIAL DOCK IN THE PROPOSED COMMERCIAL HARBOR, SHOWING CONVENIENT, ORDERLY, AND AT THE SAME TIME, ECONOMICAL AND ATTRACTIVE DEVELOPMENT FOR INDUSTRIAL PURPOSES, AND THE CLOSE LINKING UP OF WATER AND RAIL FACILITIES IN CONNECTION WITH THE MANUFACTURE AND TRANS-SHIPMENT OF PRODUCTS



SECTION TAKEN THROUGH THE PROPOSED PLEASURE BAY PARKWAY. INDICATING TYPICAL DEVELOPMENT PROPOSED WEST OF THE CITY, SHOWING THE PARKWAY AND GENERAL UTILIZATION OF THE WATER LEVEL AND ALSO OF THE PROPOSED PARKWAY AT THE TOP OF THE BLUFF. THE ILLUSTRATION SHOWS THE RICH POSSIBILITIES FOR ALL FORMS OF BOATING AND WATER PLEASURES, AND OF PARTICULARLY ATTRACTIVE RESIDENTIAL DEVELOPMENT ON THE HIGH LAND FRONTING THE PROPOSED PARKWAY

7. The Commission recommends that a suitable office be provided in the Capitol building which might also be the office of the State Engineer, where all records, maps, etc., may be preserved subject to the inspection of the public.

SPECIFIC RECOMMENDATIONS



WATERWORKS LANDING-PENINSULA, ERIE

The following definite recommendations in connection with the water front are submitted for consideration. So far as possible, the proposed changes are shown on the General Plan:

(1) That bathing and other use and enjoyment of the Lake be afforded to the people of Erie through the city's ownership of the following shore parks or water front facilities:

East Lake Park.
East Bluff Park.
Harbor Entrance Park.

Lakeside Park.
Mill Creek Park.
Cascade Creek Park.
Pleasure Bay Parkway (see Section, p. 56.)
West Lake Park.
Causeway Drive.
Recreation Piers in connection with Commercial Docks.

(2) That sites for boat clubs and harbors be secured in Pleasure Bay and

Misery Bay.

- (3) That suitable provision be made for passenger service at the State Street Public Landing and at the other points indicated on the General Plan east and west of the city.
- (4) That Presque Isle be made a State Park. It is now owned mainly by the Commonwealth of Pennsylvania and is the best opportunity that the State has to create a State Park on the Great Lakes. The action of other States—notably Michigan, Wis-



WALDAMEER POND—Showing Bathing Pavilion on Lake Erie Beach

consin and New York, should furnish an incentive to prompt action.

(5) That the harbor of Erie be improved along the general lines of the submitted plan entitled "Study for Harbor Development."

In order to bring out the possibilities and details of the water front design, which is of such great importance to the future of Erie, a special sheet has been prepared showing the suggested arrangement of Docks, Piers, Warehouses, Tracks, etc., drawn to the scale of 100 feet to the inch. It is, as stated in the title, only a "study," although it gives in a general way the details of the proposed development and outlines somewhat definitely the scheme upon which to base future working drawings. (See pages 48-49.)

The location chosen at which to elaborate the scheme of development is, for the sake of illustration, assumed to be the extension of any one of the main north and south thoroughfares that could be carried through to the water front. The



BEACH AND SUMMER COTTAGES AT GLENRUADH, ERIE

plan shows the details of the main pier on the axis of the street and also the adjacent piers, docks, approaches, etc.

At the present time there is only one adequate way to the water front by team or car and that is at State Street. The bluff rising as it does very sharply to thirty feet above the railroad has cut off direct communication between the harbor shore and the street ends on the upper level. The means of approach shown is by way of a viaduct which extends on the axis of the

street from the upper level over the tracks and into the second story of the warehouses on the piers. At right angles to the viaduct is an elevated roadway running the length of the water front just back of the inshore ends of the docks; this roadway would be connected with the various piers by ramps or by entering directly into the second story of the warehouses. Thus there would be formed a complete system of roadways connecting the piers with the city by easy grade and without the danger and inconvenience attendant upon grade crossings of railroads and freight yards.

From the end of the viaduct near the docks, ramps are shown leading down to the freight storage yards and to the lower roadway, located directly under the

elevated one, and from which easy access is had to the ground floors of all warehouses and to the piers.

The viaduct, elevated roadway and ramps to the piers would all have sidewalks 8 feet wide which would provide safe and easy communication for pedestrians to the offices, sheds and yards located on the piers.

The trolley lines would run over the viaduct and into the warehouse where would be located the trolley freight and express terminal, thus insuring quick and immediate delivery of all goods arriving by water destined for the city and county.

The viaduct is shown 68 feet wide, which allows 20 feet for double trolley tracks with 16 feet, or room for two lines of vehicles on either side, and two 8 foot sidewalks; the ramps down to the lower road are shown 32 feet wide, which allows

for four lines of wagons—the elevated roadway is shown 40 feet wide with a 32-foot traffic space and an 8foot sidewalk on the water side; the ramps to the various piers are 48 feet in width and would have a 32-foot roadway and two 8foot sidewalks.

From the foot of the old bank line the land is shown filled out for a distance of approximately 400 feet, and on this level land are located the through lines which would be used in common by the



ONE OF THE TURNS IN THE STELVIO PASS ROAD BETWEEN TRAFOI AND THE SUMMIT OF THE PASS, AUSTRIA

A SUGGESTION FOR THE CONSTRUCTION OF ROADWAYS ALONG THE WATER FRONT WEST OF THE CITY TO PROVIDE CONNECTION AT EASY GRADE BETWEEN THE TOP OF THE BLUFF OR UPPER LEVEL AND THE BEACH OR LOWER LEVEL

Belt Line Railroad and the other railroads to serve the water front. Here also would be large freight terminals and storage yards for cars. From the main lines either directly or indirectly to meet the local requirements, branch and switch lines would be run on to all the wharves forming direct connection between the water and rail transportation and insuring ease, facility and economy in the transshipping of all kinds of merchandise.

The docks are shown 1,200 feet in length and approximately 204 feet in width. They would be dredged to a depth of 22 feet below m. l. w. which is the depth recommended as necessary in the Chicago River to handle the larger lake boats. The piers should be so built that if in the future it becomes necessary to provide

for vessels of greater draft, the docks could be dredged to at least 30 feet without affecting the pier foundations. At the ends of the docks either side of the general pier, public landing floats with steps leading up to the pier level are shown for the use of small boats from vessels anchored in the harbor or for people coming by water to do business at the piers.

The General Pier would be the chief one in this section of the water front and would be general in character being used for special trans-shipment, express business of both electric and steam roads, storage of high grade and perishable goods, and such like usages. Instead of one long warehouse extending the entire length of the pier, two are shown with a wide passageway between. The warehouses would, of course, be of fire-proof construction but by dividing them a big loss by fire, originating within the warehouse from spontaneous combustion, explosion or general carelessness would be averted. The passageway also greatly facilitates the movement of teams about the pier.

The warehouses occupy the center of the pier and thus leave space on either side for railroad tracks and teams, and also for cranes and other handling machinery so that water freight could be loaded directly into car or wagon or swung over and placed in either the first or second story of the warehouses. Through the center of the warehouses would be a roadway with an overhead way to connect the second floors. The first floor would have direct connection with the lower road under the elevated, the passageway and the end of the pier; the second story roadway would be connected with the elevated road and would have the trolley tracks through both houses.

Besides the freight and express terminal of the trolley company there would be the wharf office, with small office rooms for people doing business at the pier, a general waiting room, toilets, etc., a telegraph office connected with wireless outfit, possibly a cold storage section and other such features. The roofs of the two buildings are shown devoted to recreation purposes. Here we would have shelters, a band-stand, an observation tower on which would be the wireless station, toilets and a retiring room for women and children; also there would be a cafe' with tables in the open air, and an opportunity to purchase refreshments. A special section of the rear roof could be fitted up with swings, see-saws, sand courts and other amusements for the children. This roof garden could be made one of the most attractive spots in the city and would be closely connected with Lakeside Park by the stairs and viaduct. The roof and approaches should be well lighted, so that the place could be used at night and in good weather; dances and concerts could be held here.

East of the General Pier a Storage Pier is shown which would be of the same size but would have four storage warehouses of two or more stories built along the outside edge of the pier with an open way for teams and cars running down the center of the wharf between the houses. Here goods would be loaded directly into the sheds and from there would be loaded later into teams and trams in the

central roadway. The first floor would be connected with the central roadway and this in turn would lead to the lower road, then by ramps to the elevated and viaduct. The second story would be connected directly with the elevated roadway as in the case of the General Pier. Floors above this would be used for general long time storage and would be reached by elevator. If the second floor were used for incoming freight it could be reloaded into the cars or wagons by gravity and likewise if the first floor were used for storage of out-going freight the loading in the holds of vessels could be by gravity.



WATER FRONT AT WALDAMEER—SHOWING COTTAGES ON BEACH—ERIE

The Lumber Pier shown directly west of the General Pier is arranged with tracks, roadways, sheds for special high grade lumber, and open storage space for boarding and cheaper stock. The tracks are arranged so that lumber can be loaded from the vessels, sheds or storage piles directly on to cars. Connection with the lower road would be direct and with the upper road and viaduct by means of a ramp. This pier would in no sense be a lumber yard for the storage of lumber

over long periods but would be a trans-shipment point where the goods would be transferred from one carrier to another.

The next pier beyond to the west is the Coal Pier, which is the same size as the others 300 feet wide and 1,200 feet long. It would be equipped with modern hoists and machinery for the quick and economical handling of coal from the cars to pier and from pier to vessel, and direct from cars to vessel.

One of the chief needs of water transportation at the present time is the necessary means for the rapid and safe handling of freight at the wharves, and in planning the pier development for Erie harbor this fact should be kept constantly in mind. It is not enough to provide dock space and wharf room. The warehouse for storage is a step in advance but unless the transfer of the freight is made easy and economical, trade will not increase and flourish. Movable cranes and hoists must be provided, and special machinery for handling special articles and to meet special needs must be installed as the occasion arises. Also when the pier is built a carefully worked out system of conduits should be installed to take the water pipes, for services, power and fire, sewer pipes, and wires for telephone, lighting, etc.

The question of a Fish Pier is one of importance to Erie and it might be well to build that as one of the first undertakings. It could be located at the place shown for either the Lumber or Coal Pier. The location of the piers is definite but the uses could be varied from those shown in the sketch to meet present needs. The character of the General Pier is fixed but the character of the others can be changed at will, however having once decided on the kind of usage the pier is to have, it would be well to make special plans to meet those requirements and to keep the pier definitely for its purposes.

Another requirement of any comprehensive plan for harbor development in Erie is a large, modern dry dock. It is not possible now to name the best location for a dry dock adequate for such a port as Erie is likely to be, nor specifically to describe its size, construction, character, etc. All these matters would demand the study and services of men highly qualified by training and experience in harbor development.

"Life without industry is guilt Industry without art is brutality"

"Art is not a thing to be done but the best way of doing whatever needs to be done"

-Warner



CHRYSANTHEMUM DISPLAY. GREENHOUSE, HIGHLAND PARK, ROCHESTER, N. Y.

"Who loves a garden, loves a green-house too" --Cowper.

Greenhouses and nurseries are maintained by most all municipalities having parks, parkways and boulevards to adorn with flowers, shrubs and trees. The conduct of such operations usually under the management of Park Commissioners effects a substantial saving in the cost of setting out, planting and beautifying public grounds. Horticultural exhibits are also made, the educational value of which is of much importance in the development of the city, their influence finding expression in the homes and home grounds of the people.



ERIE'S CITY HALL, FACING PERRY SQUARE—LOOKING SOUTH ON PEACH STREET BEYOND THE BILLBOARD IS THE MASONIC TEMPLE

We in America build cities much as our grandfathers carried on industry. Each individual follows his fancy without regard to his neighbors. One man erects an apartment-house alongside of a beautiful home. Another builds a garage, a saloon, or a livery-stable in the heart of the residence district. We awake in the morning to find a noisy factory in course of erection, and at once all values in the neighborhood go tumbling, and an exodus to a new region begins. The height, style, and location of buildings are uncontrolled, while the harmony of the community is disfigured by bill-boards, by smoke, and by other private nuisances. There is no sense of unity, of permanence, of the rights of the whole community. In addition, the speculator lays out his land in lots of any size and upon streets of his own designing, in order that he may sell his property as quickly as possible and move on to another field of exploitation. Our cities give little thought to streets; there is little attempt to fix their style or character, they are neglected, as of no material concern to the community. Only recently have public buildings been located with any thought of the future, while only rarely have sites been selected with reference to artistic effect. Railways, factories and warehouses are permitted to appropriate river and water fronts and exclude the rest of the community from access to them. Individual license has run riot in our cities in a physical as well as a political way, and the cost to the present and the future is colossal.

"EUROPEAN CITIES AT WORK." Frederic C. Howe.



EXISTING CONDITIONS

HE City Hall, Post Office, Library and a number of quasi-public buildings have a generally favorable location on Perry Square, but no effort has been made apparently to group them to advantage or to develop the square in relation to the buildings. The

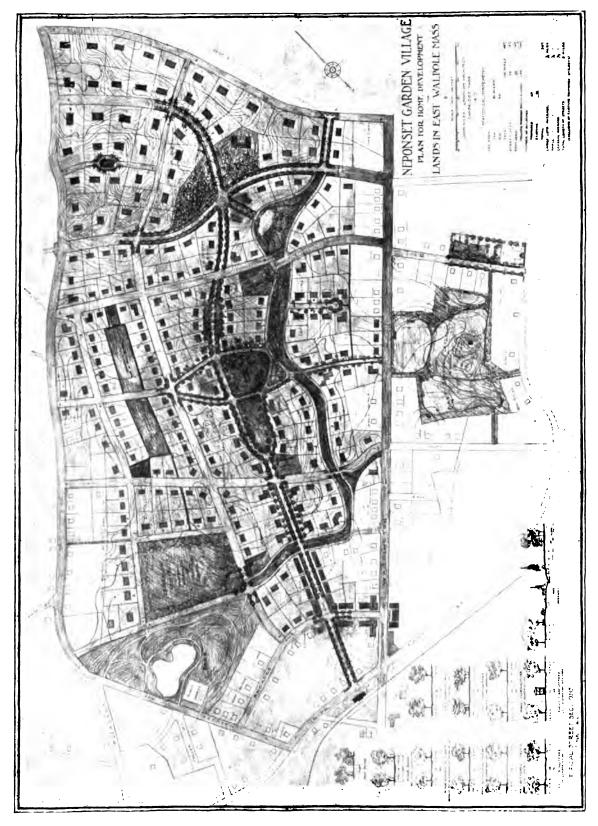
Court House is a good type and is situated on West Sixth Street not far from Perry Square. School and other minor city buildings are scattered about the city in the neighborhoods which they are intended to serve. None have been combined so as to form neighborhood centers, however, and except in the case of a few new schools, the grounds are small. Even these newer school sites are generally inadequate.

Quasi-public buildings are not as a rule particularly well located. A city

laid out as Erie is in the commonplace rectangular style, affords at best but few opportunities for interesting street scenes or street vistas. The two best opportunities—Perry Square for buildings of a public nature and State Street for commercial and business buildings-appear recently, for some reason, to have been neglected. A number of imposing modern buildings (e. g. the Masonic and Elks' buildings, the new Y. M. C. A., and the Lawrence Hotel), although having a central situation, have been erected on minor and relatively narrow streets.



PUBLIC LIBRARY FEDERAL BUILDING (POST-OFFICE)
NOTE UNFORTUNATE LOCATION OF POLES AND WIRES



NEPONSET GARDEN VILLAGE-PLAN FOR HOME DEVELOPMENT FOR LANDS IN FAST WALPOLE, MASS.

Private buildings in Erie are of the usual mixed character common to the smaller American cities. A few stores, banks and office buildings in the central section are modern in construction and appropriate in architecture. No attention appears to have been given yet to the desirability of a general harmony of buildings in height, material and style within a given block—for example, on State Street. Residence property has a high average of convenience and comfort throughout the city, but with the exception of West Sixth and a few other sections, there are no extensive well-developed residential neighborhoods. Nor have



A STREET VIEW IN LAWRENCE PARK

LAWRENCE PARK, THREE MILES EAST OF ERIE HAS BEEN LAID OUT AND DEVELOPED BY A COMPANY
INTERESTED IN FURNISHING HOMES, PRIMARILY, TO EMPLOYEES OF THE GENERAL ELECTRIC
COMPANY, WHOSE SHOPS ARE LOCATED NEARBY. THE DEVELOPMENT CONSISTS
ENTIRELY OF SINGLE FAMILY HOUSES, WHICH RANGE IN VALUE FROM
\$2,000 TO \$5,000, INCLUDING LOT 40 x 125 FEET

any large outlying sections, embodying the best ideas of modern American suburbs been yet laid out and improved. For instance, nothing corresponding in business enterprise and public spirit to Bellevue Park, Harrisburg, Shaker Heights, Cleveland, the Country Club District, Kansas City, Forest Hills Gardens, New York, or Myers Park, Charlotte, N. C., has yet been done in Erie. The advantages for

home sites of the Lake Front, the beautiful, high, rolling back country and the stream valleys have so far been almost entirely neglected. The typical house of the average citizen is a frame building on a lot about $41\frac{1}{4}$ feet front and 165 feet deep, or smaller, sanitary and convenient enough, but generally uninteresting in situation, outlook, and appearance.

GENERAL RECOMMENDATIONS

Public buildings are among the principal points of interests in a city. Broadly speaking, they comprehend all structures which are not private. Therefore, commercial buildings may be classed in this sense as public buildings; also hotels, mar-



ERIE ACADEMY—Now used as an industrial training school. In the rear on tenth street is the majestic theatre. Where the trees are shown on the right now stands the new lawrence hotel, and on the corner beyond, the new y. M. C. A. Building

kets, and railroad stations. Public buildings should not only answer the needs which have created them, but also serve as accents of beauty in the general aspect of the city. They should give it the needful variety and emphasis. They should do this not only by their own fitness and beauty, but also by another very important thing, that is, their location. In the planning of European cities and in the planning of some American cities, notably Washington, great care has been taken in

the selection of sites for public buildings. They are placed on the axis of some important vista at the end of a main street, or they are grouped in orderly fashion around a public square or other open space; to speak in terms of business, they are thus made to pay full dividends. Public buildings should be made to render as great a service to their owners, the people as a whole, as private buildings do to their owners. It is, therefore, recommended that, wherever possible, sites be selected for public buildings in Erie that will give them due prominence, and that an effort be made to group public buildings in an orderly fashion around Perry Square, which is the natural focus of public life in Erie, around the proposed neighborhood centers, and in other places.

Another general recommendation is that an endeavor be made to secure greater harmony in architecture and materials in the case of closely related buildings. In comparing the architecture of to-day to that of earlier periods, it must be recognized that a great change has taken place. In earlier periods there existed a fairly widespread and consistent style of building, and although this was constantly developing and changing, the development was slow. In earlier days harmony was secured also by the use of local materials. Modern transportation facilities have changed this and there is much less apt to be an harmonious use of building materials. It is becoming more and more clear that the improvement of our cities, so far as buildings contribute to it, cannot advance very far without more public control. The appearance of a building is so much more important to

the public at large than it is to the occupant or owner that there would seem to be justification for the exercise of public supervision over the design and location of buildings.

It is strongly recommended that action be taken to regulate the height of buildings. Such regulation is needed to prevent unnecessary congestion in the streets, to protect the light and air of other buildings and of public places, to



RESIDENCES-WEST 10TH BOULEVARD EAST OF CHERRY STREET, ERIE

distribute land values more equitably, to improve the appearance of the city, especially its sky line, and to increase the city's safety. In a recent address in Erie, the secretary of the national association for the prevention of fires stated that "no fire fighting apparatus is built to be effective in buildings of more than ten stories in height. For this reason, the height of buildings in Erie should be restricted to 125 feet." American cities have only recently begun to regulate the height of buildings, but in Europe it is one of the most important influences in city building. Frankfort on the Main is typical of the German cities. The provision there for building height for the inner city is 66 feet and usually not exceeding the width of the street; for the outlying sections, 59 feet and usually not exceeding the width of the street. A limit based upon the width of the street is



RESIDENCE-M. H. TAYLOR



RESIDENCE-ALBERT JARECKI



RESIDENCE-ROBERT JARECKI



RESIDENCE-F. W. BURNHAM



RESIDENCE-J. B. CAMPBELL



RESIDENCE-L. G. SKINNER

A FEW TYPES OF ERIE'S HIGH-CLASS RESIDENTIAL DEVELOPMENT

recommended to Erie, coupled with a maximum height limit, which should not usually exceed 100 feet except for towers.*

What is true of public and quasi-public buildings is almost equally true of private housing, if good results are to be secured. The method employed in Erie, as has already been pointed out, is inadequate, unsatisfactory, and uneconomical. The better methods of the English Garden Suburbs or even the high grade land subdivisions of the American cities have not yet been employed in Erie. One possible exception to this statement is the recent beginning at Lawrence Park, near the General Electric Works, where single family houses on a fair sized lot are being built and sold for about \$2,000 each. The U. S. Department of Labor gives the average wages of skilled workers as \$750 per year or less, and of un-



Some Erie Homes

Showing monotonous, dreary, commonplace development where enough money has been spent to obtain satisfactory results. Such homes might just as well have been good, more sightly and interesting

skilled workers as about \$500. It is generally agreed that the average proportion of income to be paid for rent should not exceed 20 per cent. This means that the annual rent of skilled workers should range from \$150 to \$180 and of the unskilled worker from \$100 to \$120. What can be had on these terms in Erie?

The best manner of handling real estate subdivisions was discussed in a valuable address by Mr. J. C. Nichols, of Kansas City, Mo., at the Fifth Annual

^{*}Mr. Lawson Purdy, of New York, is the authority for the statement "that a piece of property on lower Broadway, 25 feet wide and 100 feet deep, recently sold for \$1,250,000. The highest price for a lot of the same size 1,000 feet either east or west of Broadway, is \$25,000." Mr. Purdy points out that if there had been a proper limitation to the height of buildings in New York that, while no lot could attain a value of \$1,250,000, certainly no single lot in the entire business area would be worth as little as \$25,000. "A spreading out of the value would mean a spreading out of the crowds and the avoiding of congestion. There would be no dense crowds in streets too narrow to accommodate the people, and it would not be necessary to arrange luncheon hours in order that there might be room in the streets for the workers."



Workmen's Homes-Essen, Germany



Homes of Workingmen and Pensioners of the Krupp Company, at Essen, Germany



Workmen's Homes-Essen, Germany



Workmen's Homes-I.everkusen



HAMPSTEAD GARDEN SUBURB-LONDON



HAMPSTEAD GARDEN SUBURB--LONDON

Some suggestive examples of the way in which workingmen are housed in england and germany either through the initiative of employers or co-partnership housing schemes. Single family houses, of which the above examples are typical, can be rented abroad for about 20% to 25% of the workingman's wages. One of the principal aims of the erie city planning committee is to provide, by means of general and local planning, similar opportunities for erie's workmen. The problem is to provide a good home for the man who cannot spend more than about \$12.00 average per month rent

Convention of the National Association of Real Estate Exchanges. Mr. Nichols, who is a very successful and practical real estate operator himself, pointed out that:

A broad general plan as applied to subdividing is generally undreamed of at the right time in the city's growth. Subdividing must necessarily correspond to the growth of the city, and the growth of every American city is necessarily industrial from the very beginning.

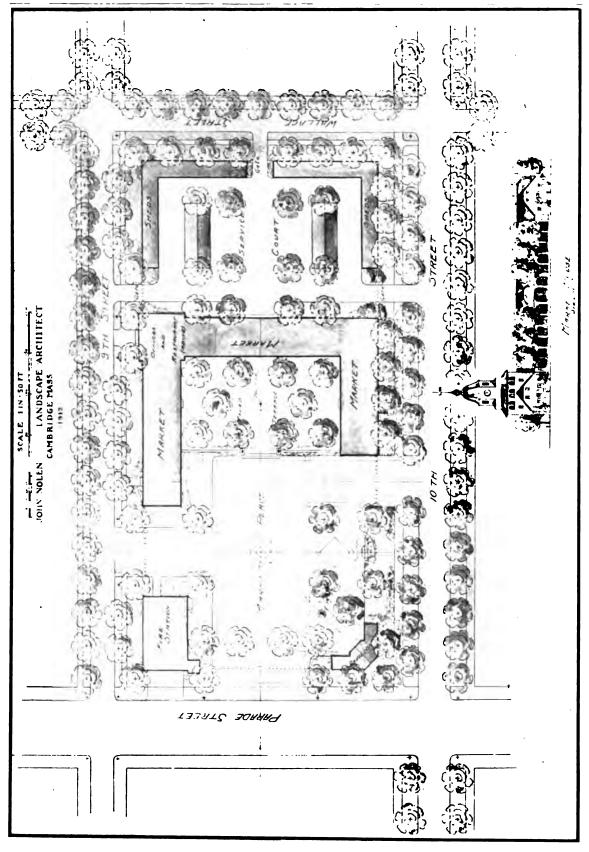
The factory, the railroad, the business house, first command the locations most desirable for their particular uses. Even the wealthiest men of the city simply get the ground that is left over for the home and the family.

We are all familiar with the rapid rise and decline of these successive residence centers, entailing losses of millions of dollars in the destruction of good residence property in every city by the encroachment or aggression of menacing conditions.

It is not so easy to anchor residence districts as it is business centers. The location of a depot, sky-scraper, railroad yard, factory district, main street, and the natural congestion in one small center, all combine in holding the business district to a certain degree. The residence centers, by their very nature, are more susceptible to injury, and they are so much more easily shifted that there has always been a lack of permanency.

Every real estate man is familiar with the economic burden carried by every city in the abandonment of residence districts. They even stand as a menace to the value of business property; and as the city grows larger, and we have more and more outlying abandoned residence districts, the real estate market of all kinds of property will be more and more injured by their existence. The remarkable fact is that we have almost all of us come to feel that this is unavoidable; yet I wish to say that I believe the real estate men of this country are able to prevent this unhealthy and constantly menacing condition in every city.

No more important problem confronts the people of Erie than the working out of better methods of housing so that the very poorest families in the city may be housed in a satisfactory and attractive fashion. It is desirable that as many members of the community as possible shall own their own homes. There is no doubt, however, that it is also desirable for the skilled mechanic to be able to move from place to place in order that he may sell his labor in the best market. To meet this difficulty, the movement known as "Co-partnership Housing" has been inaugurated. The method may be briefly explained. A Co-partnership society is organized consisting of a group of persons associated together for the purpose of purchasing a tract of land, building thereon houses for their own accommodation, and owning the property jointly by means of share capital. The dividends on stock are limited to a reasonable percentage and after this has been earned the balance is credited to the tenant either in the form of a stock dividend or a dividend on lease. The system has been in use in England now for a considerable number of years with great success and the number of these societies is rapidly growing. They



Proposed Public Market and Market place
A sketch plan providing for a public market building, open market space and the necessary arrangements that should go with such a market
It is designed, however, so that the open space can also be used for other purposes



CENTRAL MARKET HOUSE, ERIE

This market is located on state street at the corner of 16th street. It is privately owned and administered. The land was bought 28 years ago for \$17,000. The property is said to be worth, now, \$150,000 and is considered too valuable to be continued very long as a public market.

It illustrates the disadvantage of private ownership and the loss to the city, in case the market is closed, of an indispensable public utility

combine the advantages of ownership of real estate with perfect freedom for the worker. The tenants being their own landlords, the serious difficulties that are commonly experienced in the relation between landlord and tenant are wholly done away with. Therefore, I recommend to the City Planning Committee that careful investigation be made of this subject with a view to its early application in Erie.*

SPECIFIC RECOMMENDATIONS

In connection with the general subject of buildings, the following specific recommendations are offered for consideration:

(1) That Perry Square be officially designated as the Civic Center of Erie and that an effort be made properly to surround it with public and quasi-public buildings. Toward this end an architect skilled in such work should be engaged

^{*}See article on the Organization of Housing Companies, page 233.



MUNICIPAL BATH HOUSE, MADISON, WIS.

and a tentative plan for the development of Perry Square prepared. The City Hall, the Post Office, the Public Library, the Erie Club House, and the Reed House, all now face on the Square. The County Court House is near by. The sites at the east and west ends of North and South Park Place afford opportunities which should not be neglected. Erie's good fortune in the possession of Perry Square should make the execution of plans for a Civic Center unusually easy.

- (2) That the new Union Station be located over State Street at its intersection with Fourteenth and Fifteenth Streets, or if that is not practicable, immediately west of that point.
- (3) That a full block be acquired for a public market on Parade Street or on some other street affording a suitable location.

American cities in all sections of the country are now giving attention to the sanitary and economic advantages that follow from the ownership and control of municipal markets. In line with this movement, I am submitting a plan for a proposed public market in Erie. It is designed with the idea that it might occupy almost any typical block from Parade Street to Wallace Street. As an illustration the block from Ninth to Tenth is taken. Parade Street, it seems to me, is a suitable street on which to locate such a public market as is proposed. The plan submitted will speak for itself. No long description is necessary. It provides for the public market building and open market space, and the necessary arrangements that should go with such a market. It is designed in such a way, however, that the open space would be useful also for other purposes.

(4) That the City Plan adopted includes provision for the construction of buildings along the water front as indicated on the General Plan and the special plans submitted. Among these are included buildings for commercial purposes,

warehouses, elevators, etc., and buildings for pleasure purposes, boat houses, bath houses, park shelters, etc.

- (5) That an effort be made to use street terminations to advantage. There are very few of these in a rectangular city like Erie, therefore, the opportunities that exist ought not to be wasted. As illustration, mention may be made of the termination of Twenty-first Street at Liberty and Twelfth Street at East Avenue.
- (6) That school and other public buildings be grouped in the following sections, thus forming local neighborhood centers.

Sixth Street and East Avenue.

Cascade Park.

Warfel Playfield.

Parade Street Playfield.

Parade Street Square.

State Street Square.

New Athletic Field.

Eastside Circus.

Westside Circus.

Forest Circle.

Junction of 21st Street and Pittsburgh Avenue.

In order to facilitate the development of these building groups, it should be the general policy of the city to acquire, so far as possible, the surrounding land in connection with these neighborhood open centers.

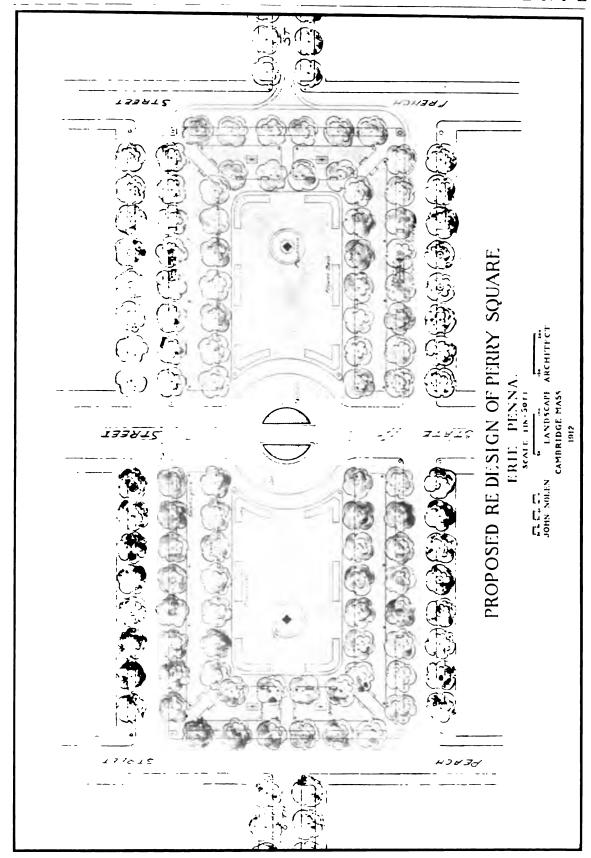
(7) That every opportunity and encouragement be given to land owners, employers of labor, real estate operators, building and homestead associations, co-partnership housing societies and others, to undertake the laying-out and construction on a large scale of model settlements and garden suburbs and villages.

Rise, for the day is passing

And you lie dreaming on

The others have buckled their armour

And forth to the fight have gone





POPE PARK-TENNIS COURTS-HARTFORD

On November 15th, 1894, Colonel Albert A. Pope of Boston, Mass., President of the Pope Manufacturing Company of Hartford, Conn., offered to give to the city on certain conditions, 73.37 acres of land known as the "Bartholomew Farm," and situated near the Factory District for a public park. In furtherance of his design he also submitted an offer of the Hartford Real Estate Improvement Company to give the city about two (2) acres of land and propositions of the Watkinson Juvenile Asylum and Home Farm School and the Hartford Orphan Asylum to sell certain tracts which it was desirable to add to his gift. The Court of Common Council accepted these offers January 7th, 1895, and their action was ratified by a city vote. Other additions to these lands were subsequently made by the Park Board. The entire tract now comprises ninety (90) acres. The cost of the additional land purchased was \$29,280, and of the improvements \$59,561.11, making the total expense to the city, \$88,841.11. The cost of maintenance in 1904 was \$36.15 per acre for labor. This park is well adapted to the needs of its locality. It has an extensive grove bordering on Park River and a beautiful sloping lawn, in the midst of which is a small pond, which are valuable features. In its northern section are several Tennis Courts, on an elevated plateau is the outdoor gymnasium, where classes are conducted in the summer season and westward of it in the lowland is a ball field. This park was named after the donor of most of the land by vote of the Board of Park Commissioners.



LAKE FRONT AT MOUTH OF FOUR MILE CREEK-ONE OF ERIE'S OPPORTUNITIES

The fact that every day's delay will add so greatly to the cost, should compel immediate action. A city, to keep its rank, cannot afford to postpone inevitable improvements. All experience shows that the tendency of the population is toward the cities; year by year, in the older parts of the country, the villages and smaller towns, unless supported by manufacturing, are dwindling; the cities grow out of all proportion to the rest. Centralization is the type of the age. Recognizing this fact, what shall we do? The answer is plain. Make the cities in all ways healthful and beautiful. Bring in pure water. Provide at any cost such a system of sewerage that not a single death can be laid at that door. And, cheapest of all, see to it in time that pure air shall be within the reach of all within your limits.

Nothing is so costly as sickness and disease; nothing so cheap as health. Whatever promotes the former is the worst sort of extravagance; whatever fosters the latter is the truest economy. It is unnecessary to argue the truth of these propositions; they are self-evident. We apply them to ourselves and to our families, but are apt to forget that they are equally applicable to the community as a whole. Whatever increases disease is a heavier tax than any other on the resources of a city; whatever prevents it, and brings in health, yields a larger return than any other investment.

From Speech of IIon. George A. Shaw, in the Boston Common Council, March 25, 1875, in the campaign for Public Parks.



EXISTING CONDITIONS



RIE has now but a meager provision of open spaces, even for its present population. In the heart of the city, thanks to the foresight of those who made the original plan, it has Perry Square, comprising four acres. At the intersection

of Sixth and Liberty Streets, it has a similar open space, called Cascade Park, which was also in the original plan of the city.

There are now only two playgrounds—one of about four acres at East Avenue and Sixth Street and the new Athletic Field, 9 acres at 23rd and Cranberry Streets, acquired through a movement inaugurated by the High School but finally supported and carried through to success by the official action of the School Board.



PERRY SQUARE-EAST-ERIE

The city owns two parks of fair extent but undeveloped. One is Lakeside Park, an irregular and sloping strip of land extending along the water front



MILL CREEK-GLENWOOD PARK-ERIE

*For history of Glenwood Park see page 171.

from Mill Creek on the east to city line on the west and containing about 65 acres. The other is Glenwood Park, a beautiful tract of wellwooded and well-watered land admirably situated immediately south of the central section of the city. It comprises 114 acres. This tract was purchased by The Erie Public Park Association and acquired by the city for \$16,973. Glenwood Park, enlarged and appropriately developed and maintained, will make a valuable inland park.*



ALBERT PLATZ, DRESDEN



NURNBERGER PLATZ-DRESDEN



RIVER VIEW-MAPLEWOOD PARK-ROCHESTER, N. Y.



MUNCHENER PLATZ-DRESDEN. GERMANY



THE FLOWER BRIDGE-A PARK IN HAMBURG

FIVE EXAMPLES OF UNUSUALLY BEAUTIFUL OPEN SPACES AND PARKS IN EUROPEAN AND AMERICAN CITIES



WATER WORKS PARK-ERIE



LAKESIDE PARK-ERIE



FOUR MILE CREEK-ERIE-IN PROPOSED PARKWAY



FOREST ON PENINSULA—ERIE



FOUR MILE CREEK PARK-ERIE

FIVE EXAMPLES OF NATURALLY BEAUTIFUL OPEN SPACES OR PARKS, WHICH ARE COMPARABLE WITH THE EXAMPLES ON THE OPPOSITE PAGE, PROVIDED THEY ARE ACQUIRED AND DEVELOPED IN ACCORDANCE WITH THE PROPOSED PLANS



VIEW ON WALNUT CREEK-ERIE-NEAR KAHKWA CLUB RESERVATION OF 200 ACRES

"Rest is not idleness, and to lie sometimes on the grass under the trees on a summer's day listening to the murmur of water, or watching the clouds float across the sky, is by no means waste of time" —Lord Avebury

In addition to the above the following open spaces contribute in a measure to the recreation facilities of the people of Erie:

The Pennsylvania Soldiers and Sailors Home,

Erie Cemetery, Lakeside Cemetery, The Water Works, Trinity Cemetery, The Reservoir, Abandoned Erie Light.

Presque Isle, popularly referred to in Erie as "The Peninsula," is Erie's most distinctive topographical feature. It has almost inestimable value for both commerce and recreation. It gives Erie a large and thoroughly protected harbor, and provides a tract of more than 3,000 acres, which if properly developed, would be unsurpassed by American city play and pleasure grounds. With the exception of the east end, which is owned by the United States Government, the Peninsula is the property of the State of Pennsylvania. The State has given permission to the City of Erie to use part of the property for settling basins for the water works. The best development of the Peninsula will probably require joint action on the part of all public authorities affected.

GENERAL RECOMMENDATIONS

In the selection of lands for parks, parkways and playgrounds, there are a few principles which are finding increasing acceptance by municipal authorities. They are briefly stated as follows:

- (1) To acquire those easily accessible small open spaces, squares, etc., in the built-up parts of the city which may most easily be adapted to serve as recreation places and local playgrounds.
- (2) To secure for parks some moderately large tracts, even though not accessible to the present generation, provided they are capable of conversion at relatively small cost, into public pleasure grounds which will have the beauty of natural scenery. These should be acquired in



A RAVINE IN PROPOSED ERIE FORESTRY RESERVATION
WALNUT CREEK SOUTH OF KEARSARGE

advance of the general settlement of the neighborhood.

(3) To select generally for parks and playgrounds lands which are not well



A PIECE OF WOODLAND SOUTH OF ERIE ON ROUTE OF THE PROPOSED CIRCUMFERENTIAL BOULEVARD

adapted for use for streets and buildings.

(4) To distribute the lands over the city in such a way as to give a maximum of use to the people who will be called upon to pay for their acquisition, development, and maintenance.

These principles have been found sound in practice and it is recommended that they be adopted as a part of the policy of the Park Department of



CASCADE PARK—ERIE—THIS IS AN OPEN SPACE RESERVED IN THE ORIGINAL CITY PLAN OF 118 YEARS AGO, BUT ONLY IMPROVED WITHIN THE LAST 10 YEARS

the development of the newly acquired property. This method has proved sound. In the first place, it is more economical as a rule to acquire at one time

all the property that is needed in any particular neighborhood. Secondly, the people of a city are more likely to approve of more important park additions, such as those now proposed for Erie, if the different sections are all fairly represented in the proposed takings. Finally, as park lands and permanent construction are more in the nature of an investment than an expense, giving as they do increasing returns to future generations, bond issues are usually provided for their payment. Therefore, it is considered good policy and in the long run economical to map out periodically, say every decade or two according to growth, large general additions to the existing city park system, endeavoring constantly to convert detached properties into organic parts of a closely related system. It is recommended that as much as possible of the system outlined be acquired

the city. The extension of the park system of Erie is not likely to proceed regularly year by year as the extension of the street system or school system does. Judging from the experience of other cities, the park system of Erie is much more apt to develop periodically. There are years in which the park areas of a city may be multiplied many times. years may be followed by long periods in which the park department is occupied mainly with



TULIPS-JONES SQUARE-ROCHESTER



FOUR MILE CREEK-ERIE-WITHIN PROPOSED PARKWAY

at once. The present time is a favorable one for the city to invest its money in park Taking the aclands. tion of other cities as a basis, it would be reasonable for the city of Erie to spend as much as a million dollars now in the acquisition and construction of public parks and playgrounds. New London (population 19,659) has recently voted \$100,000; Chattanooga (population 44,604) \$250,000;

La Crosse (population 30,417) \$150,000; Schenectady (population 72,826) \$400,000; San Diego (population 39,578) \$1,000,000 (part of which, however, has been used for the buildings of the Exposition).

Hartford, Conn., which in 1900 had a population of 79,850, has been systematically acquiring park lands and making parks for over fifty years. It has to-

day a park system of over 1,200 acres which comprise Bushnell Park, Riverside Park, Goodwin Park, Pope Park, Elizabeth Park, Barnard Park, Sigourney Park, Campfield Green, Tunnel Green, Lafayette Green, Buckingham Square, Franklin Green, Village Street Green, Washington Street Triangle, Colt Park, Keney Park, and Rocky Ridge Park. Colt Park contains 106 acres; Goodwin Park, 200 acres; Pope Park, 90 acres, Elizabeth Park, 100 acres; Riverside Park, 80 acres; Bushnell Park, 42 acres; and Keney Park, 680.85 acres. The estimated value of the Hartford parks is about two and a half million dollars and their real value is undoubtedly much greater. The city appropriates annually about fifty thousand dollars for park main-



DRESDEN-A VISTA FROM THE TERRACE



CHILDREN'S PLAY DAY ON CAPITOL LAWN, BUSHNELL PARK, HARTFORD THERE ARE NO SIGNS, "KEEP OFF THE GRASS," IN HARTFORD

tenance. Moreover, the parks of Hartford are rendered serviceable to the people of all classes by unremitting activity of the Park Department in encouraging the use of the parks. Some photographic illustrations are given in this report of the good use that Hartford makes of its parks.



SOUTH SCHOOL FESTIVAL—GOODWIN PARK, HARTFORD—JUNE, 1913. 35 MAYPOLES—ROPED AREA 300 X 100 FEET

It is recommended that the City Planning Committee give special consideration to the influence of public parks in increasing city land values.* This is one of the arguments which has influenced land owners and tax payers generally. The Hartford Park Department, already referred to, holds that parks contribute materially to a city's property values, and prevent real estate in their neighborhood



ROSE GARDENS, ELIZABETH PARK, HARTFORD, CONN. ON "ROSE SUNDAY," 1913, 25,000 PEOPLE VISITED THIS SPOT

THE CITIZENS OF HARTFORD HAVE BEEN MOST FORTUNATE IN THE GIFT OF MR. CHARLES M. POND, WHO DIED AUGUST 30, 1894, LEAVING BY WILL TO THE CITY, HIS HOMESTEAD ON PROSPECT AVENUE FOR A PUBLIC PARK, AND THE RESIDUE OF HIS ESTATE TO PURCHASE ADDITIONAL LAND AND TO BE USED IN PUTTING THE PROPERTY IN GOOD AND SEEMLY CONDITION TO ACCOMPLISH HIS PURPOSE. THIS TRACT COMPRISES ONE HUNDRED (100) ACRES, AND IN ACCORDANCE WITH THE DONOR'S TESTAMENTARY REQUEST, IS NAMED "ELIZABETH PARK," IN MEMORY OF HIS THE AMOUNT OF THIS GIFT, AT THE ESTIMATED VALUE OF THE LAND WHEN GIVEN, WAS \$189,487.37. VALUE TO THE CITY'S PARK SYSTEM. HOWEVER, IS BEYOND COMPUTATION, FOR WITHOUT IT NO SUCH PARK COULD HAVE BEEN SECURED IN THAT LOCALITY AND THE CIRCLE OF PARKS WOULD ALWAYS HAVE BEEN INCOMPLETE. VALUE OF NEIGHBORING PROPERTIES HAS BEEN ENHANCED BY THIS PARK. THE ADDITIONAL LAND PURCHASED THE PURPOSE OF THE PARK BOARD HAS BEEN TO GIVE TO THIS PARK A HIGHER ORDER OF DEVELOP-MENT, THE COST PER ACRE FOR LABOR IN 1904 BEING \$60.42. ITS LOCATION ON THE WESTWARD HEIGHTS OF THE CITY, ITS NATURAL FEATURES OF LAKELET, STREAM AND GROVES, THE GENERAL INTEREST IN THE CITY'S NURSERIES AND HOT-HOUSES WHICH HAVE BEEN ESTABLISHED IN ITS SOUTHERN SECTION, AND THE CONVENIENCES OF ITS BUILDINGS MAKE IT A POPULAR PLACE OF RESORT FOR THE PEOPLE. HERE, THEREFORE, THE CITY MAKES ITS DIS-PLAY OF FLOWERS, PARTLY FOR EDUCATIONAL PURPOSES. ITS ROSE GARDEN IS BOTH AN EXHIBIT AND A SCHOOL OF INSTRUCTION, WHENCE IT IS HOPED MANY WILL CARRY AWAY SUGGESTIONS FOR THE ADDRNMENT OF THEIR OWN HOMES. MEANS FOR HEALTHFUL EXERCISE AND AMUSEMENT ARE PROVIDED FOR THE CHILDREN IN A GROVE. THE SPACIOUS MANSION THERE IS REFUGE FROM STORMS, AND EVERYWHERE ARE ENCOURAGEMENTS FOR THE WEARY TO SEEK REST IN THE MIDST OF THE BEAUTIES OF NATURE

from deteriorating. No exact statement of this return can be made in figures, but a careful examination shows that the parks constructed, increased the assessment to a sum equal to that expended by the city in their purchase and development. This assessment will continue to increase for years, for the true value of

^{*}For examples, see General Plan of a Park and Playground System for New London, Conn., by John Nolen, 1913.



CHILDREN'S PLAYGROUNDS—GENESEE VALLEY PARK—ROCHESTER, N. Y.

work they are to do, they will bring more money into the city treasury than they take out, the amount depending upon how well they are balanced with the needs of the people."

SPECIFIC RECOMMENDATIONS

(1) That the necessary land be secured and plans be prepared a park system in municipal development cannot be computed except after the lapse of a long period. Mr. G. A. Parker, the experienced park superintendent of Hartford, says: "For several years I have given this subject considerable thought and study, and my conclusion is that when parks are properly located as to the city's area and population and are so constructed and maintained as to meet the needs of the people they are to serve, also made beautiful, attractive, and suitable for the



TERRACE PLAYGROUND—POPE PARK—HARTFORD A SYLVAN SETTING AND YET IN HEART OF FACTORY DISTRICT



Bowling on the Green—Colt Park, Hartford Contest between brooklyn, boston and hartford—July 4, 1913

from time to time for the establishment of the following Squares and other Small Open Spaces:

(The numbers correspond with the key numbers on the General Plan and are given here to make reference to the various sites more convenient.)

Passenger Terminal West (5). State Street Public Landing (6). Passenger Terminal East (7). Perry Square (29). Cascade Park (28). Public Market (31).
Union Station (37).
Fourteenth Street Parking (38).
Twelfth Street Square (40).
State Street Square (53).
Parade Street Square (56).
Eastside Circus (58).
Westside Circus (1).
Forest Circle (63).

(2) That the necessary land be secured and plans be prepared from time to time for the establishment of the following Playgrounds and Playfields:



WADING POOL-BROWN'S SQUARE-ROCHESTER

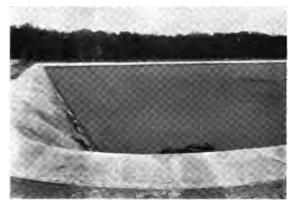
Presque Isle Park (2).
Harbor Entrance Park (8).
East Lake Park (11).
Lighthouse Park (14).
Municipal Hospital Park (15).
Mill Creek Park (18).
Lakeside Park (19).
Cascade Creek Park (21).
West Lake Park (24).
Cascade Valley Park (26).
Lower Valley Park (35).
Green Garden (46).
Upper Valley Park (48).



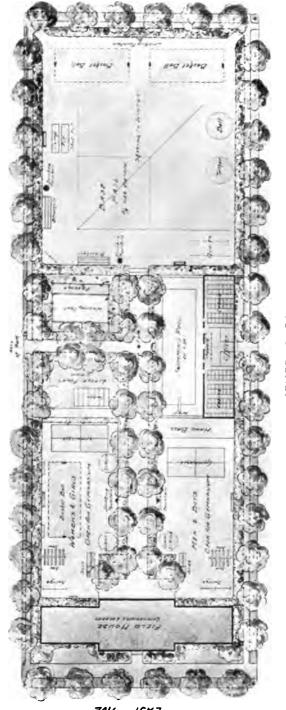
SWIMMING POOL—TROUT LAKE—SENECA PARK—ROCHESTER, N. Y.

Fourth Street Playground (27). East Avenue Playground (30). Eighth Street Playground (32). Poplar Street Playground (36). Garrison Run Playground (39). Warfel Playfield (42). Parade Street Playfield (43). New Athletic Field (45). Edinboro Road Playfield (51).

(3) That the necessary land be secured and plans be prepared from time to time for the establishment of the following *Parks and Forests*:



SETTLING BASIN—PENINSULA, ERIE
SHOWING THICKLY WOODED LAND CHARACTERISTIC OF
THIS PUBLICLY OWNED TRACT OF MORE
THAN 3,000 ACRES



GENERAL PLAN

EAST AVENUE RECREATION CENTER ERIE PENNA.

SCALE-1IN- 40FT JOHN NOLEN

LANDSCAPE ARCHITECT CAMBRIDGE MASS.

A SIMILAR PLAN FOR NUMBER SIX SCHOOL GROUNDS BOUNDED BY PLUM, TWENTY-THIRD, CASCADE AND TWENTY-FOURTH STREETS IS SHOWN ON PAGE 203

Reservoir Park (50). Glenwood Valley (52). Glenwood Park (59).

Glenwood Park Addition (64). City of Erie Forest West (69). City of Erie Forest East (71).

(4) That the necessary land be secured and plans be prepared from time to time for the establishment of the following Drives, Boulevards and Parkways:

> Lake Shore Drive (1). Harbor Drive (3). Causeway Drive (4). East Bluff Parkway (10). East Bluff Drive (13). Pleasure Bay Parkway (22). Water's Edge Drive (23). Bluff Drive (25). West Creek Parkway (33). Wesleyville Drive (41). West Circuit Boulevard (47).

Park Boulevard (49). Four Mile Creek Parkway (55). Four Mile Creek Crossing (56). East Circuit Boulevard (57). Forest Boulevard (60). Grand View Boulevard (62). Ridge Boulevard (65). Glenwood Boulevard (66). Walnut Creek Crossing (67). West Forest Drive (68). Walnut Creek Parkway (70).

(5) That adequate and suitable sites* for School Buildings be selected somewhat in advance of need and that existing school property be improved along the general lines of the report submitted to the City Planning Committee and the School Committee in May, 1912. (Report is printed in the Appendices, page 199.)



GIRLS' DAY AT THE SWIMMING POOL-WATER WORKS PARK, ERIE

Section 604 of the Pennsylvania School Act of 1911 reads as follows:

[&]quot;The location and amount of any real estate required by any school district for school purposes shall be determined by the board of school directors of such district, by a vote of the majority of all the members of such board: Provided, that no new school building shall hereafter be erected without a proper play-ground being provided therefor."

Good planning for cities and closely built towns and villages is not primarily a matter of aesthetics, but of economics. The main object is to prevent or remedy the physical and moral evils and losses which accompany congestion of population. To effect this object it is necessary to prevent the corruption of the air the people breathe night and day, of the water they drink, and of the foods they eat; and to this end well-ventilated dwellings, shops, and factories, a pure and abundant water supply, and a safe sewage disposal, and rapid transportation and prompt delivery for foods, are all indispensable. There must also be provided rapid transportation for passengers and all sorts of goods into and out of the city, else the population will not be spread over a sufficient area, and the industries which support the people will not be carried on advantageously.

The laying out of most American cities has been casual and thoughtless of future needs. The common rectangular lay-out, without any well-considered diagonals, causes a great daily waste of human and animal labor and of fuel; while high buildings, narrow streets, and lack of open spaces make it impossible to keep the cities well aired and well sunned. To improve or reform the layout of most American cities, is, therefore, a great public need, not only for beauty's sake, but for the sake of the health, efficiency, and happiness of their people.

CHARLES W. ELIOT,

President Emeritus of Harvard University.



ITY planning i ican city as tial matters. the laying-o

ITY planning is indispensable. Up to the present time the American city as a city is largely a failure. It has failed in essential matters. It has not solved the problem connected with the laying-out, extending, constructing or maintaining the

physical city itself, nor of satisfactorily meeting the cost of such work. It has not solved the problem of bringing up children successfully in cities. It has failed to preserve the home. It has failed to protect the city's backward section and to check its human waste. It has not solved the problem of poverty.

How are we to remedy or improve city conditions? One answer which comes at once from almost everyone in this country is by better city government. But better city government is not an end in itself. It is only a means to ends. Some of the ends covered in this report, for example, are a better street system, improved facilities for rail and water transportation, more and better buildings for the purposes of modern city life, and more adequate reservation and development of open spaces for the various kinds of recreation.

The problems confronting Erie that may be properly referred to in a discussion of city planning are very practical and reasonably definite. They are the problems of street location, street widening and street extension; of the separation of grades and other railroad changes; of a new Union Depot for all railroads; of a belt line railway; of a city-owned or city-controlled water front, modernized, and held for the benefit of all as an honest supplement to, and complement of, the railroads; of buildings, public and private, properly located, constructed, regulated, and controlled; of open spaces, playgrounds, and parks, selected, laid out and maintained for the good of the entire city population. These problems cannot be solved even singly without careful planning—planning requiring knowledge, skill, and experience. And if they are solved singly, there will be less in economy and efficiency, because they are not single, unrelated problems, but integral parts of the general problem of one large organic whole—what we call the City of Erie.

There are three steps in city planning for Erie as the movement is at present shaping itself. The first step is the completion of the general plan with its accompanying report as a means of blocking out the more essential divisions of the subject and pointing the way for intelligent action. The report states the broad recommendations for each subject and lists specific improvements. This work

is now completed and is submitted for general consideration with the approval of the City Planning Committee of the Chamber of Commerce and Board of Trade.

The next step is to enlist public interest and inform public opinion. The report itself when published with the plans will do much toward this end. In addition, there should be free newspaper discussion, numerous public meetings, and a forceful campaign by the business organizations under which the present movement was inaugurated. Business men, especially business men organized, are coming to the leadership of cities as well as of states and nations. In an address on the growing powers and responsibilities of business men delivered in Paris, on July 4, last, by Edward A. Filene, he said:



A KANSAS CITY, Mo., BOULEVARD. FOUNTAIN UNDER CONSTRUCTION

"It will be found that all the principal things that our businesses need, the masses of our employees need also. Good housing, good transportation, good recreation facilities, good education that really fit men for their life's work and for their living, well governed cities, justice and security for property—these are the things our employees need most, and these are the things our businesses need most if they are not to be taken over by the governments at the behest of the masses of our employees, or if they are not to be stopped or killed by the constant friction and strikes that are always present when our employees are badly housed, or badly prepared for life, or badly recreated after their work. These are the things they will use their new greater power to get; and to get them, they will use us as leaders, as soon as they recognize that our enlightened self-interest wants these things, too:

"I do not claim that it is because we business men are the superiors of all other classes of men that the world's leadership is now coming to us. I base my belief on the fact that under the new conditions the leadership of political and social power must go to those accustomed and trained by their daily work to take the initiative, and, more important still, to those who best understand, and most practically sympathize with the new power of the masses whose support is fundamentally essential to a degree never before realized in the world's history."

The final step, without which little can be done, is money. It is true that some great, permanent improvements can be effected in our cities by better regulation and control. It is already so in other countries. But, in the main, the



THE SAME, SEVEN YEARS LATER

changes and improvements most needed here must be paid for. How is the cost of city planning improvements to be met? It is not a purpose of this report to discuss at length the question of financing public improvements, but the subject is of such fundamental importance, that some general references to it will not, I believe, be out of place. Take, for example, the general topics covered by this report—streets, railroads, water front, buildings, open spaces. How is the cost of these improvements to be provided for?

It is coming to be a more and more general opinion that special assessments for special benefits received offer the most equitable and most business-like solution of the problem of cost in connection with city streets. This whole question has been admirably discussed by Mr. Nelson P. Lewis, chief engineer of the Board

of Estimate and Apportionment of New York City, in a paper entitled "Paying the Bills for City Planning." I give three quotations from Mr. Lewis's paper:

"It needs no extended argument to prove the equity and wisdom of local assessment wherever there is local benefit. That it has been done to such a limited extent in the past is no reason why it should not be more generally done in the future. That certain property owners have heretofore been treated with such prodigal liberality is no good reason why others should fatten through a continuation of an irrational and essentially unfair policy. To the degree that the assess-



TURNING AN UNSIGHTLY SWAMP INTO A LAKELET IN KANSAS CITY

ment plan is adopted, to that same degree will the city place itself upon a cash rather than upon a credit basis. It may be urged that the adoption of such a policy would discourage the agitation for and execution of many desirable city planning projects, that American cities have been slow to appreciate the advantages of intelligent city planning, and now that there has been a marked awakening it would be unwise to suggest the adoption of a policy which might dampen this new-born enthusiasm. A desire for something which involves no direct cost is not a sign of intelligent interest. We are learning that the improvement of our cities pays. That is a hopeful sign. If we have simply reached the stage where we want better conditions only if someone else is to pay the bills, the hope has not

a very substantial basis. If we want them badly enough to pay for them ourselves in proportion to the benefit we feel sure will follow, we are making real progress."

"While no definite rule can be adopted to govern the distribution of assessments representing the district and general benefit, it should be possible to prescribe a method of determining the amount and extent of local benefit, particularly in the case of new streets, boulevards and parks. Let us assume that sixty feet is the normal and maximum width required for a local street; then the entire



VIEW OF THE SAME SPOT SHOWN ON OPPOSITE PAGE—SEVEN YEARS LATER

cost of acquiring and improving all streets sixty feet or less in width may properly be placed upon the property within a half block on either side of the street. In the case of wider streets that proportion of the cost represented by the ratio which sixty feet plus twenty-five per cent. of the excess over sixty feet bears to the width of the street would probably be an equitable proportion to assess upon the local district. Inasmuch as property fronting a wide street is more valuable, it would be manifestly unfair to adopt a rule which would result in making the cost of a seventy or eighty-foot street less to the abutting owner than would have been the cost of a street sixty feet wide. On the other hand, after a street reaches certain proportions, additional width will not involve additional benefit. It may

be assumed that a share of the expense which would be equivalent to paying for a street eighty feet wide should represent the limit of local assessment. This limit would be reached under the rule proposed when the street becomes one hundred and forty feet wide. The percentage of cost which would be locally assessed would, therefore, be as follows for various street widths: 60 feet, 100%; 70 feet, 89.3%; 80 feet, 81.25%; 90 feet, 75%; 100 feet, 70%; 120 feet, 62.5%; 140 feet, 57.1%; 150 feet, 53.3%; 200 feet, 40%."

"Where the financial condition of the city will permit, the burdens of the property owner can be considerably lightened by the recognition of deferred benefit and a correspondingly deferred assessment. In this case the city would carry the account until the benefit resulting from the improvement should have been fully realized, or, in other words, should have been reflected in actual increase in values. Similar relief could be given by permitting the payment of assessments in installments carrying a moderate rate of interest. Either plan would require larger capital to finance such improvements, and would to that extent impair the city's borrowing capacity for other purposes. These, however, are matters of detail and have to do with the manner of collection of the assessments rather than the distribution of the expense. The general principles which should, in the writer's opinion, govern the distribution of the cost of city improvements may be briefly summarized as follows:

- 1. Where there is local benefit, there should always be local assessment.
- 2. The entire city or the metropolitan district should bear no part of the expense unless the improvement is in some degree of metropolitan importance and benefit.
- 3. Assessments should not be confined to the cost of acquiring and improving streets, but should extend to any improvement which will increase the value of the neighboring property, and should be apportioned as nearly as possible according to the probable benefit.
 - 4. A workable policy once adopted should be consistently adhered to.
- 5. The determination of a policy and its application to each case should be entrusted to a board composed of men especially qualified, whose terms of office should so overlap as to insure continuity of policy and purpose."

In addition to special assessment, in the case of streets, some use may be made of the so-called "Excess Condemnation" Law, passed by the Pennsylvania Legislature in 1907. (See page 143.)

The cost of the changes and improvements suggested in the section devoted to railroads would have to be met mainly by the railroads themselves. In the case of the removal of grade crossings and other improvements in which the benefit of the city was direct, some share of the cost would naturally be met by the municipality. The method adopted by Massachusetts for meeting the cost of separating grades has already been referred to. Somewhat similar methods but with

differences of percentages, terms, etc., have been adopted by a number of states. So it might be with other railroad improvements—a fair apportionment of cost could be worked out by legislation.

The cost of a new water front for Erie would be very great. But the outlay would be in the nature of an investment and not an expense. Its benefits would be far-reaching and should therefore fall largely on the state government, the city doing its full share, however. These benefits would extend through a long future and therefore the money for the improvements should be provided by the issue of long time bonds, probably for forty or fifty years. Some idea of the large commercial and financial returns from money spent in water front improvements may be had from the extracts given in the Appendices (page 239), of this report, entitled "Extracts from a report on Representative European Ports."

The expense for public buildings proposed in the city plan is not an expense due primarily to city planning. These buildings, or most of them, are to be built anyway. The city plan merely advocates that when built, they be built in the right place and in the right way, and that the great advantages resulting from an orderly grouping of buildings, and the association of buildings with open spaces, be secured. There is no clear road yet as to the best method of improving private buildings in American cities. Great help can be had from more intelligent and stricter building regulations, and building control. Great help can also be had through the effort of private individuals and societies, who will undertake to solve the peculiar problems of house construction and of financing the small home. In Toronto, Canada, the Toronto Housing Company has been formed to do this work. It has now \$1,000,000 at its disposal, \$150,000 having been contributed by private subscription under a limited dividend proviso of 6%, and \$850,000 having been provided by the City of Toronto through the issue of city bonds. Houses are now under construction, the smallest apartment renting for \$12 per month. These provide a large living room, dining room, pantry and kitchen, and one bedroom. The rent includes steam heat and running hot water. Yet it is coming to be more and more widely believed that housing, in common with other city subjects, is largely a land problem and can, therefore, be most effectively reached through the regulation, control, and taxation of land. The Pennsylvania law which empowers the cities of Pittsburgh and Scranton to reduce the city tax rates on buildings ten per cent. each year until the tax on these improvements will be but one-half that on land values illustrates one method which is meeting with increasing favor. In a recent report to the Newark City Plan Commission, by Dr. James Ford, of Harvard University, he refers in the following terms to the taxation of land values a direct aid to better housing:

"As a fiscal measure, however, the taxation of the unearned increment from land values is, without doubt, a peculiarly just form of taxation and is calculated to bring large annual sums into the city treasury. There is no question that the community is chiefly responsible for increases in land values. It is just, therefore, for the community to appropriate such values, especially if it can do so without placing

any hardship upon industry. The only serious difficulties arise in determining a practical method of appropriation and assessment. The diverse schemes of New Zealand, Germany, England and western Canada should, therefore, be studied, and the desirability of using one of these methods should be considered.

"The application of a heavy tax on land values (Vancouver method) in the district under consideration (a district in which the value of the land far exceeds the value of improvement upon the land) would have a marked effect upon housing conditions, and would be the cheapest way (assuming that a just method of appropriation was found and employed) in which the city could deal with this district. If the tax were taken off the buildings within such a district, and the entire tax was levied upon land, the owners of this property would find it unprofitable to hold their land in its present wretched state. If the entire tax of the city were levied upon land values, the owners of all property that is improved would find their taxes reduced, but the holders of vacant land or of land uneconomically developed would find their taxes increased, and would be confronted with the necessity of building or of selling to some individual who would be willing to build.

"A wisely devised scheme of land taxation might reduce the general tax burden, increase municipal funds and stimulate new building. Both the theory and practice of land taxation and of increment taxation therefore deserve immediate study by competent citizens with especial reference to local adoption, if it proves feasible, of some form of land taxation."

The cost of providing adequate open spaces is one which may be met partly by the principle of special assessment to cover special benefits and by the power of "excess condemnation," already referred to in connection with city streets; and partly by bond issues. When bonds are issued they should be for long periods as these open spaces, valuable as they are to the present generation, will be even more valuable to future generations. And high as the cost of playground and park space often is when the purchase has been too long delayed, it is nevertheless the record and experience of American cities that such open spaces are usually a source of true economy. For when parks are properly located for their purpose and are constructed and maintained so as to meet the needs of the people and when they are beautiful and attractive, they will almost surely bring more money into the city treasury than they take out. A dozen concrete examples showing the effect of public parks in dollars and cents in increasing city land values have been collected and printed in a report to the Municipal Art Society of New London already referred to.

In brief, it may be said that the problem of paying the bills for improvements called for by better city planning is not so difficult as it sometimes seems, and it will not be so difficult in the future as it has been in the past. For adequate income for well-considered improvements can be had in a city like Erie from special assessment upon property benefitted, from railroads and public utility corporations, from bond issues which are invested in public enterprises profitable

to the whole city, from an increased tax upon land values and the unearned increment of land, and from the growth of business, commerce and population brought about by these very changes and the better conditions for work and recreation that will then prevail. It is scarcely necessary to add that the better methods here advocated would also result in large economies which in any businesslike consideration of the subject should be added to the financial resources of the community.

The justification of city planning ought to be plain. It makes for public health, and public health is indispensable if a city is to grow and flourish. It makes for efficiency, and efficiency saves waste, adds to the product and reward of labor and helps one city in competition with another. It makes for happiness, affording free and adequate opportunities for wholesome recreation after the day's work and at the week's end, not only to the rich and well-to-do, but to every man, woman and child, no matter how poor they may be. The final word in city planning, therefore, is not its effect on business and commerce, but upon the increasing mass of human beings who must live and work in cities.

Respectfully submitted,

JOHN NOLEN,

CAMBRIDGE, MASS., September 24, 1913.

City Planner.

Were men to one another,

As kind as God to all,

Then no man on his brother,

For help would vainly call;

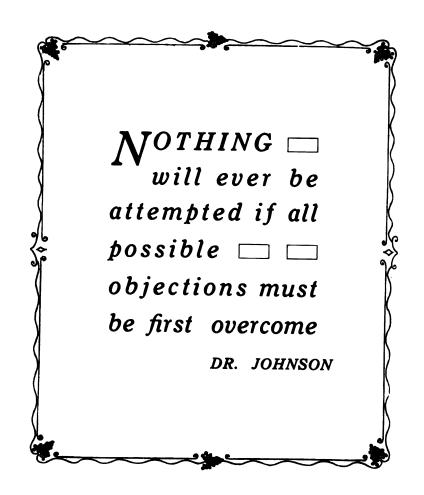
On none for idle wasting,

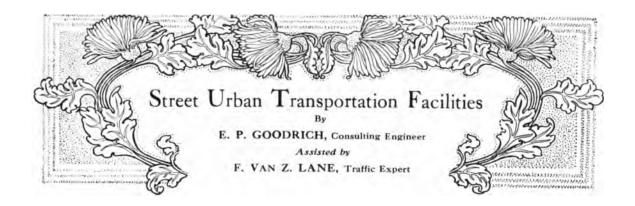
Would honest labour frown:

And none, to riches hasting,

Would tread his neighbour down.

—Thomas Toke Lynch





INTRODUCTION



HE prosperity of any city depends to a very large degree on its transportation facilities and to what degree of efficiency they are being used, improved, and extended. By prosperity is here meant the increase in population as given by census reports, school attendance, etc., the in-

crease in business measured in value of manufactures, bank clearings, postal revenues, telephone calls, street car rides, etc., the general improvement in the health of the community, the contentedness of the people, etc.

This relationship between prosperity and transportation facilities is true of all kinds of transportation, but more so in respect to a city's local passenger service. This is especially to be emphasized in the City of Erie because conditions have now reached a point where the city's prosperity is about to be checked, unless the inadequacy of its present local trolley system to meet the demands of the immediate future is promptly overcome.

The fundamental reasons for this condition is because the street car system has not kept pace with the growth of the city, let alone keeping ahead of it, as should be the case in a city that intends to be great and to take its place among the leading cities of the nation, as Erie certainly may do by reason of its relative location and natural facilities.

In nearly every direction the city is now built up to the ends of the local trolley lines, and in some sections beyond them. This means that unless the present lines are extended and new lines projected, the lateral growth of the city is going to stop, and instead of following the natural radial course, when it does start to grow again it will be up in the air through the medium of flats and tenements. In other words, the tendency will be toward a congestion of population. This might be a good thing for the traction company, but certainly not for the health, the morality, the peace, the wealth, and the comfort of the people. It seems unnecessary in this enlightened age to dwell on the absolute necessity of preventing a congestion of population. It is sufficient to say that it is because of the dreadful result of such concentration as seen in many of our larger cities that the

necessity of practical city planning has arisen, and wherever scientific city planning has been undertaken it has been found that good transportation is the foundation on which a city must stand, to be livable, happy, prosperous, and contented.

But the mere fact that a city is well provided with transportation lines is no indication in itself that the community is adequately served. These lines may not be in the right streets, and they may not have the right connections, or terminal facilities to properly serve the traveling public in an economical way, either to the riders or the traction company. Again, the rails may be improperly arranged, car barns and repair shops inadequate or improperly located to work all the routes up to economical capacity.

A study of the transportation system of Erie indicates that its system is inadequately laid out and operated, to meet the needs of the city in an efficient
and economical way both as regards the passenger and the transportation company. Investigation shows that useless car mileage is being operated, that the
company must be losing a large number of riders by not satisfying the public
with direct routes, that it is losing a large number of fares because of the ability
of a passenger to ride to the center of the city and back on a single fare and one or
more transfers, because of improper track lay-out, and that the riding public is
losing a vast amount of time and the traction company a vast number of car-hours
due to the waste of time necessary in operating over a single track system with
improper facilities for switching and turning.

RE-ROUTING AND EXTENSION

In order properly to meet the demands of growing Erie, to facilitate the operation of cars, and to properly route them to the best advantage of both the public and the traction company, it is recommended that the following extensions, new lines, loops, switches, improvements and re-routings be immediately considered:

The extension of the double track line on State Street, as a double track line south to 26th Street, is of great importance. This will make a better route for the East 26th Street line than the present one through French Street, and will open up South State Street for business purposes and the country immediately to the south for residences.

The double tracking of the East 18th Street line to the city line, and the improvement and double tracking of this line in the direction of Wesleyville, is urgently recommended. This will permit faster and more reliable service to be operated on this line in the city, and where it is now considerably built up beyond the city line. With a double track, this route could be extended without the necessity of operating any more cars on the line because present delays could be cut down.

The double tracking of the East 26th Street line nearly to its present terminus on Ash Street, and the extension of same as a double track to Elm Street, is important.

This extension will give transportation to a fast growing section of the city now entirely without transportation facilities, and bring within easy reach a considerable area within the city limits still unbuilt upon. The double tracking of this line and its extension will permit this section to be quickly reached from the rest of the city.

The West 12th Street line should be extended across State Street and through East 12th Street as a double track line. It has been shown by car-riding observations and by an analysis of the transfers, that the tendency of West 12th Street and East 11th Street riding is from one line to the other. This fact, together with the one that East 12th Street is a logical street for a cross-town line because of its relative location, indicates that these two lines should be "tied up", the single rail removed from East 11th Street, a double track constructed in East 12th Street, and the East 12th Street and West 12th Street lines operated as one system. It may serve the purpose quite as well at the present to construct a single rail in East 12th Street and to operate such a cross-town line one way over the old rail in East 11th Street and the other way over a new rail in East 12th Street. This method of routing would necessitate operating this line one block on State Street and turning cars in and out of traffic on that street. As time goes on this will congest matters not only in this block, but also for a considerable distance each side of State Street, and might be a difficult thing to eliminate this condition if once installed. On the other hand franchise stipulations might make it difficult to remove the rail from East 11th Street.

Routing the East 11th Street and West 12th Street cars in this manner instead of down State Street would cut down the car mileage a total of 245 carmiles a day for these two lines, so that the traction company could correspondingly increase the service on these lines, or on others, without increasing present operating expenses. This reduction in car-miles operated on these two lines should effect a saving of about \$42.00 per day.

It has been suggested that the West 12th Street line might to advantage be tied in with the West 8th Street or West 4th Street lines so as to form a belt service. Although there would be nothing about it prohibitive from an operating standpoint, such a route would appear on its face to be illogical, because the distance from 12th to 8th Street is so short that a person could walk from one point to another quicker than he could wait for a car and ride. Moreover, the great majority of people who work in West 12th Street (essentially a factory street), do not live in West 8th Street. It will be pointed out later that the West 4th Street line can be tied in with another line to better advantage.

Moreover, car riding observations and transfer data show no demand for such a route for the West 12th Street line, and they do show conclusively that the West 12th Street line should be operated easterly across town. Out of 685 transfers issued from the West 12th Street line on June 12th from 6 A. M. to 8 P. M., to the ten other lines, 314, or nearly 50 per cent., were issued to the lines on East

11th Street and East 6th Street. Furthermore, the majority of passengers boarding cars in West 12th Street and transferring to East 6th Street were probably bound to points that could just as well be reached by going all the way through East 12th Street. No doubt a number of passengers transferring from West 12th Street cars to East 6th Street cars, boarded West 12th Street cars in State Street, where any other car operating north on State Street would have done just as well. Car-riding observations indicate that there is a good deal in this last statement. Again, it would seem that West 12th Street passengers transferring to East 6th Street and getting off along East 6th Street line, live principally on 6th Street or south of there. That is they move in the direction of 12th Street so that if cars continued right across 12th Street, passengers could reach their destination quite as quickly as by going down State Street and then transferring. This last statement is borne out by the fact that transfer from West 12th Street to East 4th Street is comparatively light and that the territory northerly of 4th and 6th Streets is not residential in character.

The East 6th Street line should be double-tracked from French Street to East Avenue, thereby completing this line as a double-track line throughout its entire length. It seems incredible that so small a part of such an important line should remain with a single track, particularly as this traverses the most important section of the city, it being that part of the line leading into the heart. The situation could quite readily be understood if the easterly part of the line were single track, because there has never been a need that all cars go through to the end of the line. The single track distance is a little over a mile, or approximately, in round numbers, about one quarter of the entire route. It seems unreasonable that so small a part of a line should determine the ultimate capacity of the whole system.

This line runs through a well-built-up section of the city, has several large plants along the route, and terminates in an amusement park at one end of the line and at an important and busy center of the city at the other. This street has a 36-foot roadway from French Street to East Avenue, so that cars can be operated in a double track without interfering with other street traffic.

The East 4th Street line on Parade Street should be extended south on that street from 14th Street and continued on Parade Street to the end of that street at 28th Street. From this point this line could then be extended in due time out Pine Street (Wattsburg Road) in the direction of Belle Valley, thus making this beautiful and nearby country very accessible. The route of this East 4th Street line would then be directly out Parade Street instead of turning East on 14th Street and wandering along various streets to its present terminus at 25th and Pennsylvania Avenue. A line routed the way this one now is from Parade and 14th Streets is always a difficult line to operate satisfactorily to the public or to the traction company, and does not logically fit in with a comprehensive system applicable to the rectangular block lay-out of the City of Erie. Moreover, car-riding observations indicate that the extensions of the East 26th Street line and the routing of

this 4th Street line up Parade Street, together with the East 18th Street and East 12th Street lines, will take all of the territory now served by the present route of this part of this 4th Street line. The East 26th Street and Parade Street extensions will also open up new fine areas. One very great point in connection with these proposed changes is that the total length of the East 12th Street and Parade Street extensions is about the same as that part of the present Parade Street line east of Parade Street, so that considerable new territory can be opened up in addition to serving the old territory adequately without adding to the present car mileage.

The West 4th Street line should be extended west one block to Raspberry Street so as to reach as far as possible into the territory in the northwest corner of the city and to make connection with a north and south cross-town line which would probably have 4th and Raspberry Streets as its northern terminus. It is also believed that the public would be better served and that the traction company would pick up many additional riders if this line was operated south on State Street instead of terminating at that street. There is no question that a number of people who live in West 4th Street walk to and fro between their homes and State Street every day rather than board a car on State Street and then transfer to a West 4th Street car. The park offers rather an attractive walk and shortens it to some extent, and many people would rather take the walk than put up with a transfer and possibility of a long wait.

This West 4th Street line could be tied in and made part of one of the lines running up State Street—say the West 26th Street line. Thus the proposed change of route could be carried out without increasing the car-mileage.

The proposition as to whether or not the West 4th Street line should be double tracked is an open one. It cannot be done to advantage in West 4th Street because the roadway is too narrow, being 29 to 30 feet most of the way, and because of the many fine trees close to the curb which makes widening, out of the question. If this line is to be double tracked therefore, the second track would have to be laid in another thoroughfare, probably West 3rd Street.

Another thing to be considered in connection with this is that the West 4th Street line is the shortest line in Erie, being only 1.18 miles in length, and without any grade crossing to interrupt its steady operation. West 4th Street, however, is 32 feet wide from State Street to Sassafras Street, or for a distance of about 0.23 miles. So much of this line could therefore be double tracked, which change would no doubt materially assist in the operation of this line by securing a more uniform headway.

In order to operate this line south into State Street, a curve into each track is necessary. They should be installed at once.

The West 8th Street line should be double tracked throughout its entire length from State Street to Waldameer Park, and better terminal facilities provided at State Street. This is one of the heaviest lines in Erie, and a great many passenger-

hours and car-hours are lost because of single track operation. With a double track the traction company could give more frequent and more uniform service with the same amount of equipment, and the passengers would save a great amount of time. There are nine turn-outs between State Street and the Park, in a distance of 4.75 miles. The scheduled speed over this distance is 24 minutes, or less than 12 miles an hour if the schedule is maintained. This is certainly not a very high average speed when it is considered that at no part of this route is there any congestion to operate through and that the greater part of it is through open country.

Unfortunately the roadway of West 8th Street from State Street to Cascade Street is only 30 feet wide. This is too narrow on which to efficiently operate a double track street car line, and as the street is lined on both sides with fine trees immediately next the curb, widening is out of the question. The logical operation therefore would be to operate one way through West 7th Street from State Street to Cascade Street, thence through Cascade Street to 8th Street, from which point west a double track can be laid on 8th Street. Thus a loop would be formed at the eastern end of the line via 7th Street, State Street and 8th Street, so that trailer operation could be handled to advantage and cars loaded and dispatched without delay.

The advisability of operating this line and that on East 6th Street as a cross-town line should be carefully considered, particularly during the non-summer season when the amusement traffic does not have to be considered.

The West 18th Street line and the West 26th Street line, between Cascade and Cranberry Streets, should be double tracked. The latter would complete this line as a double track route. The present rapid building up of the western end of this line should be carefully watched and its double tracking and operation extended westward so as to keep just a little beyond such building.

A north and south line should be constructed immediately along the westerly edge of the city. Such a line would serve to tie in the cross-town lines through the westerly section of the city, so that more direct communication might be secured between the various intersecting routes without going three-quarters the way around a circle via State Street. Such a line would also stimulate building along the entire extreme western border of the city and open up this now practically inaccessible area.

In routing such a line, care should be taken to run it through streets of sufficient width for double track operation, or that can be readily made so, and also through streets not yet fully improved. At the same time such a route should also serve a territory that is to some extent built up and yet make available territory not yet fully populated. As far as possible it should also connect places of employment with possible residence areas.

It is believed that a line covering a route beginning at 4th and Raspberry Streets, and running thence along Raspberry Street to 8th Street, thence on 8th

Street to Cranberry Street, and thence on Cranberry Street to 26th Street, would be found profitable. Such a route would fulfill all of the foregoing conditions and tie in the factory section of North 12th and West 18th Streets with the residence sections north and south of these streets.

It may be that after further consideration and a more detailed study, some other route might be found a better one because of certain conditions, but it is essential that there should be some such north and south line.

It is believed that such a line would pay soon after operation began, because it would open up to direct communication points now extensively covered by walking and by bicycles, because of the long route that has now to be taken by trolley. Such a line would tend to make the city expand westerly and further away from the shopping, business, amusement, and civic centers of the city, and in order to reach such sections the cars would have to be resorted to.

The possibility of other north and south lines between this westerly line and State Street, should also be kept in mind.

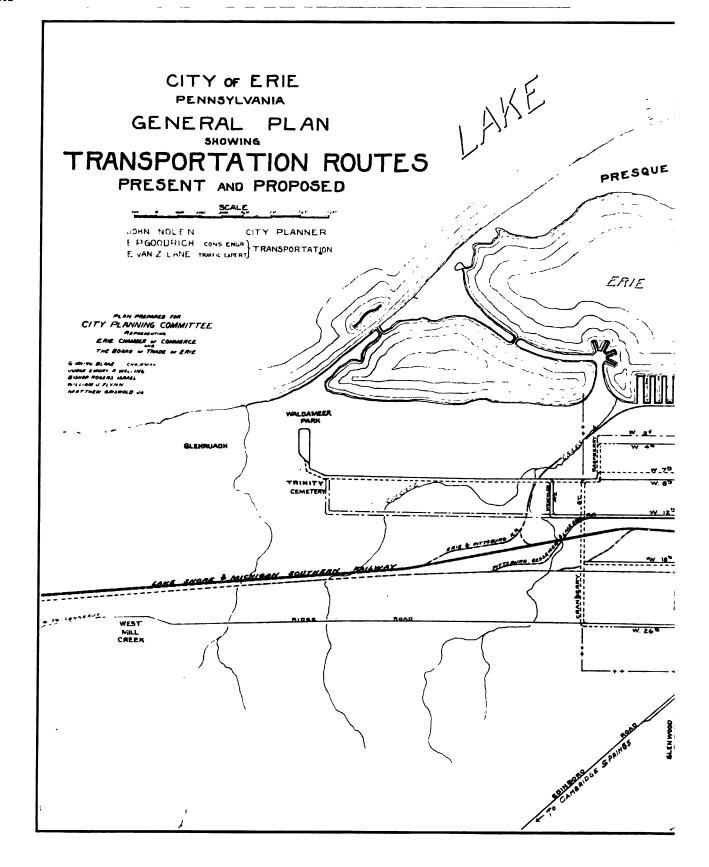
The possibility of a north and south line on the east side, should also be looked into and kept in mind. It would seem that East Avenue would provide a natural route for such a line. Because of the railroad yards, this is the first north and south street for a considerable distance, and a car line upon it would make available a considerable area in the fast-growing southeasterly section of the city as residences for the factory workers employed in the northeasterly and easterly section. It would also tie in the East 6th and East 18th Street lines, the new ones suggested for East 12th Street, and the proposed East 26th Street extension. This might involve a special bridge over the P. & E. R. R. tracks. In time, such a line could be extended south to meet the suggested Belle Valley line at the Wattsburg Road.

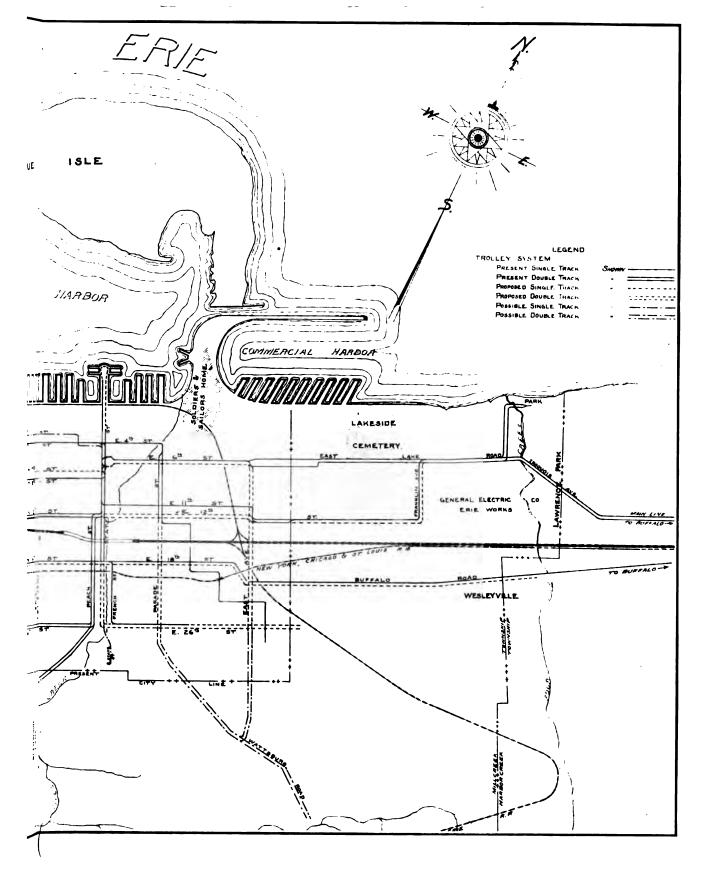
It seems very likely that the eastern secton of the city will develop into the important industrial section, and good transportation facilities will facilitate this growth. There are some large plants located there now, of an expanding character, and the commercial harbor is projected on the same side of the city, the center of which will be near the end of East Avenue.

An East Central Park loop should be provided. The tracks now almost encircling this park should be extended and connected by curves so that East 6th Street and State Street cars can loop this park. This can be done at a comparatively small expense, and should be done immediately.

The congestion of cars on North Park Row resulting from the present inadequate terminal facilities at that point, is a familiar sight to everybody in Erie, and should not be tolerated any longer.

With such a loop, it would be unnecessary to operate all of the State Street cars below North Park Row. There is no passenger demand for such service below this point, and it seems unreasonable to operate so much additional mileage





just to reach switching facilities so that a car can be turned back over the other track.

The total number of north-bound cars operated on State Street north of North Park Row on Thursday, June 25, was 458 between 6 A. M. and 8 P. M., and those cars carried only 1,400 passengers, or an average of but 3 per car. The total number of cars operated out of this section southward on State Street north of North Park Row was 454, carrying 1,924 passengers, or an average of 4 per car. When it is considered that Peach Street cars had a great many more than their usual loads due to the Moose Carnival, and also that Thursday was bargain day in the State Street shops, even this very low average per car was above normal. Of this total number, 1,914 were transfer passengers to and from the 4th Street lines.



TROLLEY FREIGHT STATION, SECOND AND STATE STREETS, ERIE

The difference in mileage between present operation and that around a loop would be nearly a half mile per car. But the difference in time would be very much greater because much is now lost because of poles, fenders and fare boxes having to be changed, and because a car invariably has to wait to take the crossover. The time saved would be on the average about 5 minutes, so that it can be seen that with a loop operation more frequent service could be given at other points where most needed, without additional cost, simply by looping some of the State Street cars. Congestion will also be obviated by looping the East 6th Street cars and trailer operation can be efficiently carried on.

Interurban Lines. With the new line in operation in the direction of Belle Valley, lines will reach out radially from Erie in every possible direction. This

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route is of enough importance to warrant careful exploitation. It may be that feeders to this line could be built and operated to advantage. In this connection a thorough knowledge of the surrounding country for many miles should be obtained greater than was possible during the brief period of investigation available. Generally speaking, however, it is believed that a good foundation has been laid for developing this phase of the work.

An item of prime importance is that adequate terminal facilities should immediately be provided in Erie properly to serve the passenger and freight traffic handled by these interurban lines.

The present passenger terminus on North Park Row seems to be ideally located, and with better switching facilities installed as suggested, this condition could be met. It is essential that interurban lines should reach into and through the very heart of the city.



FREIGHT HOUSES OF THE INTERURBAN LINES IN INDIANAPOLIS. WHILE THESE BUILDINGS, FOUR IN NUMBER, ARE APPARENTLY LOCATED TOO CLOSE TO THE STATE CAPITOL, IT IS SAID THEY ARE WELL APPOINTED FOR THE CONVENIENT AND ECONOMICAL TRANSFERRENCE AND DELIVERY OF PACKAGE FREIGHT IN THE COMMUNITY SERVED

The determination of the proper location for a freight station is more complex. Inasmuch as combination passenger and freight cars are operated, the freight station should be along the route common to all interurban lines. The present passenger terminus is the only such point, but the surroundings prohibit absolutely the handling of freight at this location. The present freight station on State Street in connection with the car barns is deficient in that it is not easily accessible for cars and those wishing to use them.

It seems that a combination passenger and freight station might to advantage be established on the west side of State Street just south of 13th. Such a



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site would be accessible from State Street and also from Peach Street, and no doubt very good facilities could be worked out at this point. The Buffalo cars could be brought up State Street to this location and thus better distribute their loads. This site would be in the center of the city and adjacent to where we believe the new Union Station should be erected, that is where the steam railroad lines cross over State Street.

A Union Station to serve its purpose should be centrally located and easily reached from every part of the city. State Street will always be the main thoroughfare of Erie, and all surface lines will operate through that street or have direct connection with it.

CARS AND BARNS

Car Barns and Shops. The traction company has just one barn, with shops in connection. This system is seriously defective.

The car barns and shops of a large system should be distributed so as to require the least amount of "dead mileage." This matter should be investigated very carefully. It would seem that in the present time another barn could be located to great advantage in the western section of the city. Such a location would permit cars to begin to get their loads on leaving the barn, and the run could be finished, carrying good loads right up to it.

The riding is from west to east in the forenoon, and from east to west in the afternoon. The north and southwesterly line suggested would help to distribute cars properly, to and from such barn.

For similar reasons the matter of a barn location on the east side should also be looked into.

No definite location can be suggested at this time because a knowledge of local real estate conditions is essential to such a determination, and time was not available to go into this point. The fact stands out, however, that although for some lines and purposes the present facilities in this respect are ideal, yet they are not sufficient, and do not economically serve the entire city.

Cars. The system is also lacking in the matter of equipment—that is to say in numbers, and in some respects in design of cars. At the present time, all the equipment possessed by the company is either on the road or in the shops. All cars should be some kind of prepayment type, because they provide a safer vehicle for the passenger and a more economic one for the company. It should be realized that the art of car design has not as yet been standardized, so that this phase of street railway operation should be carefully investigated. The manner of boarding and leaving cars should be carefully studied so as to be made safe and speedy under all conditions. The proper seating arrangement should receive attention, so should also the size and weight of the car.

The present scheme of showing the routes and designations of cars is entirely inadequate, insufficient and confusing. Cars should be more clearly and plainly

marked, and should also carry side destination signs. Such signs would be a very great convenience to the public, for at the present time unless one sees a car as it approaches, it is impossible to tell to what line it belongs, and where it is going. This is particularly aggravating with regard to cars on State Street where so many different lines are operated.

A company should anticipate the growth of a city and certainly with new extensions and lines, more equipment will be needed.

CONCLUSIONS

These various suggestions may be subject to revision after more detailed and extended study. It is sincerely believed, however, that every one of them deserves serious and immediate consideration.

No attempt has been made to investigate the present service as to its adequacy as far as frequency and amount is concerned. Such an investigation would require a considerable period of time and an exact knowledge as to car and passenger movements. From what has been seen on the surface, however, it is believed that such an investigation would be a paying investment to the street car company.

Such long headways as are used on the lines in Erie cannot possibly serve the public conveniently, nor can they develop business for the company. This is clearly indicated by the great use of bicycles and the many walkers.

In conclusion and in general it has been found that there should be a more harmonious co-operation between the city and the traction company. Each needs the other. This can best be brought about by a kind of partnership. Certainly the company should pay something for the use of the streets, and it is believed that Mayor Stern's suggestion in this matter as contained in his 1913 message should be acceptable to the company. Some such financial arrangement would produce a better and more wholesome interest in each other.

It is recommended that the traction company should begin at once to work out and speedily conclude a scheme of expansion.

A great amount of time and money is lost both to the people and to this company with the present facilities. No single interest is to blame for these conditions, every one connected is guilty.

The City of Erie is well laid out so as to admit of an admirable street railway system if the situation is comprehensively treated in time. It is believed that now is the time to go at this problem, and to go at it with vigor.

Care should be taken now so that there can be no congestion in the future and so that the city will continue to grow in all directions. From now on, the traction company will become a greater factor in the affairs of the people of Erie, because the city is now beginning to grow beyond the walking limit. For this reason the railway company should be willing to expand ahead of the city so as to direct this growth to the best interests of the community, and in turn reap its legitimate reward as walking becomes more and more impossible.

ADDENDA

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I.		SENT PH	·	CONDITIONS:			
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			-	ank clearings.		Street car rides.	
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		3.	City ma	ps; past and pr	resent.		
			· ·	Streets.			
			(b)	Plots and add	itions.		
			(c)	General city p	lan.		
			(1) Lines.			
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	В.	Of the S	Street Rai	ilroads; past, p	resent and	future.	
		1.	Routes.		4.	A	
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II.	Service and Routing:						
	A.	In the	congested	district as to			
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- D. Resulting improvements in
 - 1. Car miles operated.
 - 2. Reduction of delays and saving of time to riders.
- III. Franchises and Legal Requirements:
 - 1. City charter and amendments.
 - 2. Franchises and agreements with other railroad companies.
 - 3. Possible modifications of franchises and methods to bring them about.
- IV. FINANCES:
 - A. Past and present.
 - 1. Capital.
 - 2. Gross earnings.
 - 3. Operating expenses.
 - (a) Maintenance of way.
 - (b) Maintenance of equipment.
 - (c) Labor costs.
 - (d) Administration and miscellaneous.
 - (e) Taxes.
 - 4. Profits.
 - B. Future.
 - 1. Capital for betterments.
 - 2. After completion of modifications.
 - (a) Estimated gross earnings.
 - (b) Estimated operating expenses.
 - (1) Maintenance of way.
 - (2) Maintenance of equipment.
 - (3) Labor costs.
 - (4) Administration and miscellaneous.
 - (c) Estimated profits.
 - (d) Taxes and division of earnings with municipality.
 - C. Advantages and disadvantages of municipal ownership.

Note—With the financial status of the company in its present condition it would seem that a very opportune time had arrived at which to discuss the matter of acquisition of the street railroad by the municipality. Similar propositions have been carried out in Cleveland and Detroit, and are now in process of negotiation in Los Angeles. The community need not necessarily undertake municipal operation, but may contract that portion of the problem, on the basis of a division of profits, if found desirable.

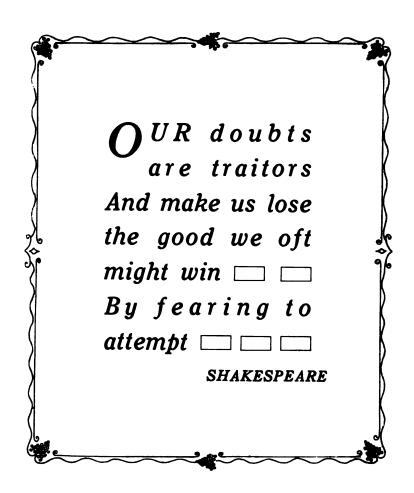
Respectfully submitted,

E. P. GOODRICH,

Consulting Engineer.

F. VAN Z. LANE,

Traffic Expert.





THE WATER FRONT



HE water front of Erie is peculiarly well situated for a great business in the future and as soon as Erie gets ready for it the business will come. Business in water-borne commerce almost never knocks at the door of a city and asks for entrance. Ships land where the piers are ready to receive them, and when Erie

provides the piers she will find ships alongside ready to do business.

The harbor of Erie so far as nature has a hand in it, is undoubtedly the finest on the Great Lakes. Toronto is the only one that can compare with it. water front outside of the street ends is now owned and controlled, as I am informed, by the Pennsylvania Railroad and is almost unused for commercial purposes, save the Anchor Line which is an adjunct to the Pennsylvania Railroad, and the fish boats. I am informed that the street ends belong to the city and the land in the Bay opposite the street ends belongs to the city to the full width of the streets. This is sufficient for the city to control the water front without buying any additional land unless forced to do it. The streets are from sixty to one hundred feet wide. This, perhaps, is wide enough for piers for lake traffic. The great Chelsea Piers of New York City, the largest and best in the city, are but 800 feet long and 80 feet wide. In fact the construction of the Chelsea Piers is a very satisfactory model in almost every way for the Erie Piers, with this exception, that the piers should be constructed so that all railway tracks should connect with them and switch tracks be constructed the full length of the pier, either in the middle of the pier or on the extreme outside, or both.

To get the greatest use out of the pier, tracks should be built in the middle of the pier and proper freight handling devices used to carry the freight from car to vessel and vice versa without using the hand truck. Automatic carriers should do most all of the work.

If the traffic is rapid, however, the large part of the business is direct from car to vessel and vessel to car, and tracks should be built also on the outside of the shed of the pier as it saves a great deal of time in the handling of freight. The ideal form for the Erie piers as I see it would be to make them 100 feet wide oppo-

site the street ends and have them reached by overhead approaches from the street to the second story of the shed. Each of these sheds should be built in such a way as to leave ample space for one line of cars outside the shed on each side of the pier. They should be so constructed as to support on the outer edge of the pier the track bearing the legs of half-arch gantry cranes which should also find support on an I beam on the second floor of the shed. These half-arch gantries should each support a swinging crane.

With this form of freight handling device unloading can go on direct from the ship into the cars and at the same time direct from the ship into either story of the shed, and cars can be shifted without interfering with the work of the cranes.



UNLOADING SHIPS AT THE LONG DOCK--MANCHESTER, ENGLAND

The floor of the shed should be on a level with the floor of the car and the shed should be so equipped with overhead apparatus as to unload any piece of freight from any part of the interior of the shed into any car about it.

With piers constructed in that way, I have no doubt but that they would so attract the package freight business that it would increase the commerce of Erie wonderfully, and make it a much more desirable place for manufacturing, and the establishment of industries and businesses of every kind. We have no piers in America that would compare with such piers there and furthermore they are not an *expense*—they are an income bearing *investment*, and the income from them would take care of the sinking fund, depreciation, maintenance, interest on bonds

and everything else, and leave a substantial amount for further development or the reduction of the city's tax rate.

These piers should be two-story, both with very heavy floors capable of sustaining a great weight.

The stories should not be less than 18 feet in height and 20 would be better. Both should be constructed with a view to using some form of overhead carrier. Incidentally, I am of the opinion that all pier sheds should be built with a flat roof of strong construction so that the roof may be used for certain classes of freight that will stand the weather if needed, and also for recreation purposes. There is no place in the world where people are more entertained than by observing the water life and water commerce and no place where they will get better air and better surroundings.

Every pier should have indirect rail connection with every railroad entering the city, and that railroad should be a terminal railroad controlled by the city in the same manner as the piers.

A reasonable terminal charge should be made for the use of piers and terminals by all railroads entering the city on absolutely equal terms.

If I am correctly informed the distance between streets is 330 feet. This is about the proper width to have between piers and in the construction of the pier enough material can be gotten from making the slip to make the necessary filling for the pier after the sea-wall is constructed. I would not advise allowing any intermediate piers being constructed, and in this way congestion will be prevented and all traffic equally well served. No private competition should be permitted on the water front in the way of privately owned piers.

When the ship owners of the lakes learn that Erie has a harbor that does business absolutely "on the level," and with no temporary reductions of rates nor advancing of rates to upset business, they are going to use the port of Erie.

These piers should be 1,200 feet long at least, so that the greatest possible use can be made of them by shippers. Time is a wonderful element in modern commerce. While the ship is lying alongside the pier it is making no money. Like a freight car it must be on the move to make money for its owner. The piers must be constructed and equipped so as to enable the ship owners to get their loads on and off and get on the move again in the very shortest possible space of time.

The pier should be supplied with every modern convenience to assist him in this effort. The land end of the pier should be the end used for the unloading, and all of the unloading machinery should be arranged at this end of the pier. The outer end should be the loading end with all the machinery used for loading at that end of the pier. Cranes should be provided in abundance at least four half-arch gantry cranes on each side of the pier for heavy traffic.

Cranes can be used, either on the roof of the pier, or crane tracks can be provided on the outer edge of the pier or half-arch gantry cranes can be used with the rail on the outside of the pier and on an I-beam opposite the top of the first story of the shed. The interior of the shed should be provided with modern electric devices for the handling and piling of the freight so as to cheapen the handling of it and facilitate commerce by lessening the time of handling it. These devices pay for themselves many times over every year. At least one new pier should be kept ahead of the port's immediate needs because it will be needed to attract commerce, and the people of Erie must keep it before their minds that com-



ONE OF THE FISH INDUSTRIES OF ERIE

merce is attracted and that the magnet must attract it or it will not come. A finished pier ready for use properly connected up with all the railroads is a magnet that will draw commerce from anywhere.

Another thing that Erie needs and I think could easily arrange, is a modern fish pier and equipment. This pier should be considerably more than 100 feet wide, perhaps twice that width or even more and it should be long enough and large enough to handle all the fish business now in Erie and capable of considerable enlargement. It should be equipped with every possible modern convenience for the quick, sanitary and economical handling of fish. It should have its cold

storage arrangements, it should have offices and packing and shipping rooms. There should be dressing rooms and all conveniences for the people that are employed there.

It should be made of concrete so that it can be thoroughly washed every day and the floors should have rounded corners so that no unsanitary conditions could possibly arise. This pier should be owned and constructed by the city as all other water front improvements should be, and either let the fish people combine, if thought best, and build their own buildings on the pier in strict conformity with the requirements of the city in architecture, plan and everything, or let the city build them and lease them. Both plans are followed with success in various parts of the world.

This pier should be arranged so that each man could unload his fish direct from his vessel into his own premises on the pier, and the cars that take it away



PUBLIC STEAMBOAT LANDING, FOOT OF STATE STREET, ERIE. BUILT IN 1909 BY STATE APPROPRIATION OF \$150,000.00—ITS USE OF NECESSITY FOR THE UNLOADING OF LUMBER DEMONSTRATING THE IMPERATIVE NEED OF COMMERCIAL PIERS

should be arranged to be right at the proper spot for each man on the pier to use it. In this way such an enormous saving can be made to the fish men that it will pay them many times over; and secondly, it can be used as an advertisement throughout the world much to the benefit of Erie, and would be money well spent as an advertisement even if it did not bring in a dollar of income; but it will bring in an income and will pay big from the start.

I would suggest as a model, two or three of the new fish piers on the Amsterdam Canal, one at Grimsby, England, and the new pier at Boston now being constructed, as models from which to make suggestions to meet the needs of Erie. The Hamburg plan for taking care of fish waste and remains should be followed. I might suggest here also that Erie should see to it that better laws are passed in Congress for the protection of the fishing industry and the fish in the Great Lakes.

A study of the port needs and a perfect equipment to meet those needs is necessary in order to attract the commerce. Those ports and cities in the world succeed best that make the best special arrangements for some particular kinds of commerce. If Erie provides the most excellent fish pier and accommodations in the world, it will attract from all over the United States, the fish man to that point, and no other place less excellently equipped can hope to compete with it.



MUNICIPAL LUMBER PIERS-BALTIMORE, MD.

These piers are a part of the pier system which, under the management of the harbor board, have been self-supporting, including interest and sinking fund. Briefly, the revenues of the piers come under three heads: Leases, per diem rentals of wharfage and dockage. In leases, under long terms, the rental is 36 cents per square foot per year. On the lumber and other piers not leased but open to general use there are schedules which cover merchandise of every character. For example, the rental on lumber is 15c per 1,000 feet for 10 days or less time; bales of cotton, 4c per bale per day; flour 1c per barrel per day, etc. Vessels laying at the municipal piers taking on or discharging cargoes on which wharfage is collected are not taxed for dockage, but otherwise the schedule is: Under 8 tons, 50c; 8-50 tons, \$1.00; 50-150 tons, \$1.50 and over 150 tons, 1c per ton. These are per diem charges.

Again, the lumber business at Erie is a thing that should be cultivated with great persistence and care. A large lumber pier made especially for the handling of lumber will attract lumber dealers from all around the Great Lakes, will attract buyers from all over the country to Erie to buy lumber if it provides the right sort of arrangement. It is difficult to make a lumber pier too large. All of the pier can be used for storage that is not used for the direct handling of lumber. A pier as wide as 300 feet would be perfectly proper for lumber, leaving a space something like 80 or 100 feet in the center for a first-class shed to protect higher grades of lumber and finished lumber on such proportion of the length of the pier as circumstances require.

On each side of this shed should be left a space (on a 300-foot pier) of at least 100 feet in the clear for the piling of the lumber direct from the vessel. What eats up the profit in lumber is the handling of it. If piers should be provided with sufficient storage room to enable buyers to take care of the lumber which is not immediately sent out to other places, many handlings can be dispensed with by having proper cranes to take the lumber direct from the vessel on to the storage

pile on the pier without any re-handling. And also from the vessel direct to the car without any re-handling, thereby making a wonderful saving. The lumber men would gladly pay a good rental for such a pier and rental sufficient to take care of the sinking fund, maintenance, interest and all other fixed charges with plenty of margin for improvements or extensions. The great hope of Erie is in its water front.

Dry docks can be better constructed in Erie than elsewhere, and having a ship hospital of this sort right at hand will make it very, very attractive to vessel owners to use. I think also that the ship building industry would recognize at once the desirability of locating a ship building plant here if such a dry dock were constructed. It would be of great advantage to the machine shops of Erie and would no doubt make a market for a great deal of heavy material. Erie is so magnificently located for manufacturing of all sorts of iron and steel construction in machinery and otherwise that everything of this kind that can be induced to go to Erie would increase the home market and home consumption of such material. This is an end very much to be desired.

THE PORT OF ERIE

The port of Erie is the only lake port of a large size the State of Pennsylvania has, and for this reason Pennsylvania as a State ought to take an immense interest in its development.

It is one of the great assets of Pennsylvania and it will attract capital, and as the State draws a tax from all of the property in the State, it is wise for the State to take an earnest interest in the development of the port of Erie.

The Pennsylvania Railroad of course is interested, but it is also interested in all of the ports of Lake Erie as well as the ports farther west. It should be made a transfer station for a large commerce with the west and northwest of the United States and Canada on its way to New York, Philadelphia, Baltimore and Newport News, from which it is almost equally distant, and is as near to them as any other Lake port.

Every effort should be made by the State of Pennsylvania to have the commerce of the great northwest pass through the Pennsylvania port, and hold as much of it as possible for Philadelphia and other state ports. That should be one of the great pathways and highways of commerce. What is needed of course at the Erie end is first class terminal facilities and then get after the railroads and see that they do their part in carrying the commerce that will accumulate on the water front of Erie.

The State should develop that great Presque Isle Park and make it not only one of the show places of the State, but of the United States, and in fact, one of the show places of the world. Erie has a right to make these demands upon the State. Her Chamber of Commerce and Board of Trade and other commercial organizations should look after the matter and shorten the mileage of existing

railroads between Pittsburgh and Erie, and thereby induce commerce to go through Erie, because of the lessened rates and the shortened time. The saving of time and money are the two problems uppermost in the minds of transportation men everywhere. If this were done the State of Pennsylvania or the railroads or the city should build a million bushel grain elevator absolutely fire-proof and equip it in the most modern way for the loading and unloading of vessels and cars and thereby relieve the congestion of Buffalo and build up Erie.



ENTRANCE TO ERIE HARBOR, SHOWING LIFE SAVING STATION

It would increase the income of the railroads to haul this freight into Philadelphia and attract ships to and from Philadelphia. Ballast freight is much sought after by the larger vessels. I believe that the Chamber of Commerce and Board of Trade of Erie should work hand in hand with the same bodies in Philadelphia and the director of the port of Philadelphia to establish this great new trade route, for their interests are mutual and each is necessary to the other. There is not now, and will not be in twenty years, enough storage capacity in Canada to handle the grain that it will export, and there are not freight cars enough in Canada to carry it away.

The effort of the future so far as Canada is concerned must be, whether it desires it or not, to get the wheat to the lake front somewhere or anywhere, and store every bushel of it, that it can store for shipment, after the shipping season is over on the Lakes. Erie could and should fill with grain every season many warehouses and elevators on its water front and thereby furnish cargo for vessels and freight for trains. This seems to me one of the most attractive things for the immediate future of Erie.

HARBOR CONSTRUCTION

As to harbor construction, nothing could be simpler than Erie Harbor, for all it requires is that the slip be made and the anchorage basin be kept large enough to meet the requirements of commerce, and this can be done gradually as commerce increases.

Opposite the easterly end of the harbor is a semi-protected space which should be carefully guarded for future extensions. I cannot help have the feeling that Erie is bound to become attractive. For this reason the City of Erie should ask the State of Pennsylvania at once to set aside for possible harbor use, the shore front at least ten miles east of the present harbor entrance so that such portion of that space as is needed may be preserved for the future, and I have no doubt the future will require it. Perhaps not in this generation but future generations will require it all; and since Erie is now laying foundations, these foundations must be laid adequately and well, for the city is reaching a size now where it cannot help but grow if its men will do as well for Erie as people in other places in America of equal size do for their city. It will be a very large manufacturing center for heavy machinery and in fact everything to be made of iron and steel as well as wood, for its location makes it easily possible to compete with any place in the world in any of these things.

Somewhere around the shores of the Great Lakes can be found most of the woods used in the manufacturing of furniture and lumber. All that is needed to make a harbor for these industries east of the city is a good sea-wall running out from the shore enclosing enough water surface to give their vessels ample anchorage room and turning space. The depth of the Lake here is such that it is admirably suited for this sort of thing, and when the sea wall is constructed that portion of the dredgings which is not necessary for the construction of piers can very easily be pumped over the sea wall and thereby strengthening the sea wall at the same time the harbor is being made.

All slips and anchorage basins should be dredged for boats drawing in the neighborhood of 25 feet. The new Welland Canal will admit of that, the new "Soo Canal" is $21\frac{1}{2}$ feet and the Livingston Channel is 23 feet and will be dredged as I understand it, to 25 feet. If Erie builds its slips and piers now to meet those conditions it doubtless will be among the first in the field to be able to do it, thereby getting a start on the business that will be difficult to be overcome.

In some portions of the harbor where the bottom is rock the same construction can be used that is used on the Pennsylvania pier now there, that is, I-beams set in the rock backed by concrete, thereby making a pier, so that any depth of slip can be attained without disturbing the pier. The piers where the bottom is not rock should be built on a pile foundation under its outer wall capped with cement so that when the vessels of the future require greater depths, the piers will not again be disturbed.

ERIE BELT LINE

Erie is the only large city on the Great Lakes that does not have a Belt Line Railway. These Belt Line Railways are of far more value than they seem and they are really at the present day a necessity in all large cities and almost all large western cities have them.

The purpose of the Erie Belt Line Railway is not purely an industrial railway; that is really no more than one-half of its purpose. The other half is the shifting of cars, especially freight cars, in whole trains, or in part, around the city and outside of the city, so as to prevent freight congestion and other terminal congestion in the city. This is something all cities feel very much in need of after they reach say fifty thousand inhabitants. Now is the time to look out for it in Erie.

This Belt Line should of course begin on the piers at your water front and run in on every one of them with at least one or two tracks, and extend eastward and then southward and thence entirely around to the Lake front again on the west of the city. These Belt Line Railways as a rule are from six to twelve miles out of the center of the city, in most all cities that grow large.

Of course the Belt Line Railway can be put in as a mere one-sided affair to start with, but it should connect all your railroads east of the city with the water front right at the start.

Any good engineer will make you an estimate of the cost, keeping in mind that it should be a double track railway always, and since every other city on the Great Lakes has such a railway, does not that in itself put Erie at a disadvantage in getting factories when every other city on the Great Lakes can offer so much better inducements? And yet, you have this advantage over all the other cities—you can make a million dollars go as far in making improvements as many millions will go in almost any other city of the Great Lakes. For a million dollars you ought to be able to build a fine two-story shedded pier, equipped as I stated here, enough to handle four steamers at one time in the most modern way, and in a better way than they are now handled at any other port on the Great Lakes, and you should be able to build a double track Belt Railway to it, ultimately connecting every one of the piers on the water front and out east from this pier extend your line, I should say at least five miles.

Now on this five miles as I understand it, the land is now owned for factory purposes and you would be able to get enough switching business from the existing industries to make quite a considerable income. I think five miles would connect you up with all of the lines entering the city from the east. So far you probably would not find it to your advantage to buy the land along this five miles extensively, because existing factories already expect to extend over it. Now you could easily figure the income from that five-mile Belt Line and from the pier, and that income would very readily take care of an issue of one million dollars of bonds and this alone would put you in a better shipping position than most of the ports on the Great Lakes and you could extend the Belt Line Railroad doubtless out of the income.

Your Belt Line Railway and piers should be under the same authority and that authority should have a head, elected by the people, probably assisted by an advisory board, consisting possibly of one each from your leading trade organizations and the Mayor of your city. The head man, giving his whole time to it,

should receive a sufficient salary for it, the others contributing their time, unless it be for a nominal sum of \$5.00 or \$10.00 each meeting. This may look a little large to Erie, but it is not.

Erie is a large city now and must begin to think in the large and act in the large. Now another thing wherein the Belt Line Railway is not industrial is that when you go after other railroads east and south you must have terminal facilities to offer them that are so attractive that they cannot afford to keep out. With your location, with a Belt Line Railway, and with plenty of pier room (and you always ought to keep one pier in the course of construction ahead of those that are used) you would be surprised to see from how long a distance you would attract railroads, because of your excellent terminal facilities and your lake outlet.

This is one of the greatest features of a Belt Line Railway in that it provides the railroads with ample terminal facilities at a nominal cost that would otherwise cost each separate railroad millions of dollars. If there is an elevator built there, that should be on the Belt Line Railway or have a switch to it connected with the Belt Line Railway so that all railroads in the State could use the elevator no matter to whom the elevator belongs.

RAILROADS

When the City of Erie can construct the Belt Line Railway that I have proposed here, it can then invite all railroads within 50 or 100 miles of it to build to its terminals, and each of these railroads will bring with it its own commerce. Additional railroads do not divide the existing commerce but they bring their own and increase the commerce of their competitors.

It is the *number of lines* that use the city for their transfer station that makes the city, it is not the city that makes the railroads. The railroads bring and make business, it is not the city alone that does it.

The number of choices and variety of routes and the frequency of trains or opportunity for shipment by reason of these roads makes the city desirable for manufacturing or commercial purposes. The city cannot help but grow with these conditions. The city that sees these points and appreciates them and acts upon them gets things going its way. If railroads and steamship lines are once established they are almost as permanent as rivers and become living arteries of commerce for all time.

This Belt Line Railway owned and operated by the city for the benefit of all its railroads and industries, would make one of the finest terminal properties in the country and would be better arranged than any one now existing in the country or any one in contemplation with the sole exception probably of New Orleans. It would enable Erie to handle commerce quicker and with less expense than any other city on the Lakes can handle it as they are now equipped.

Other cities might adopt the same form of equipment and equal it, but Erie could easily have the business going its way if it would start this thing soon. Every great railroad man recognizes that the great question of transportation to-day is a question of terminals.

Railroads cannot possibly afford to build the terminals that a city requires; furthermore, the railroads cannot borrow at as low a rate of interest as the city and they must pay dividends on their stock in addition to their carrying charges. The city does not. The city can therefore exact from each railroad a certain charge per car as a mere switching charge and do it for less money than the railroad could do it if it owned and operated the terminals.

The reduction of these terminal charges is one of the easiest and greatest things to-day before modern transportation. The public must do it whether it wishes to or not. The railroads cannot much longer endure the financial strain that these terminals now put upon them. They must have relief or else raise their rates enormously. Eliminate their terminal ownership and decrease their expenses, as can be done with a publicly operated Belt Line Railway and publicly owned terminals and the railroads will prosper and make better dividends than they are now making, and thereby avoid increasing rates.

We find men stating and believing that the development of water routes and water terminals will relieve this situation. It will not relieve it so far as railroads are concerned for the reason that the development of water terminals and water fronts increases the business of railways and throws a greater terminal burden on them than before, for all water-borne stuff means terminal handling of that stuff to and from vessel and railway. It means the handling of the freight, the shifting and classification of the cars. Even if the Government should own and operate the railways it is only fair that each city should operate, own, construct and control its own terminals. Few people appreciate the extent of the terminals in the United States. One-fourth of the railway mileage of the United States consists of switches and terminal tracks, and in Pennsylvania about one-third of all the railway mileage consists of switches or terminal tracks. The terminal charges have been estimated by railroad men as being almost, if not quite equal to the charges of transportation between terminals, that is, taking the word terminal in its technical sense and not meaning the two ends of the railway.

It has been estimated that each terminal charge will average as much as a fifty-mile haul. Taking the matter of expense into consideration the railways of the United States have as much money tied up in terminals as they have in tracks between their terminals so that it is readily seen if the public will provide the terminals and allow the railroads the use of them at a reasonable rental that the railroads will have millions and billions to put into additional equipment and thereby relieve the strained conditions that exist at present.

UNION STATION

A Union Station is one of the necessary requirements of the modern city. The impression the Station gives to the visitor is the impression of the city. People get an opinion of a city by the appearance of the first things they see when landing in a city.

For this reason it is all important that a Union Station be attractive and convenient in every way, not only in its arrangement but in its location. People like to do business in a city where they can get about easily without inquiry and feel masters of themselves and at home. I understand that a location for a Union Station is decided upon over State Street. I have little to say on the matter of location, except that it be so located as to accommodate every railroad in the city and be easily approached by all the electric lines.

I assume that the Union Station will be built by a terminal company made up of the various railroads that will use it, to which terminal company the railroads will each pay a proper share for maintenance and operation. It would be vastly better, however, for the city, and for the railroads, if the city would take advantage of the present law in regard to taking property 200 feet from a public improvement, as I understand the law to be, and wherever the Union Station is located let the city buy all of the property required for the Station and buy all within 200 feet of it each way and then construct the Station, sell off the land in the 200 foot strip and the profits on the land itself will pay for a large portion of the entire expense. Then the city can lease that building to the railroads at "so much per car" or something of that sort at a cheaper rate than the railroads can possibly do it for themselves. And, in addition to the maintenance charges, have a good charge for depreciation and improvement. Then the city will in reality control the appearance of its entrance. Then the depot will really be an expression of the character of the city under that city's control.

Terminals are costing the railroads altogether too much. In another part of this report I have mentioned this and do not need to repeat it here, but when the Union Station is constructed it should be constructed to meet the needs of the city for at least a quarter of a century. Every city in America that is growing must figure on renewing its Union Station and other terminals at least once in 30 years. Erie should figure on a Union Station to take care of 250,000 people, for, if the present interest and public spirit of Erie keeps active the city will have that population without question long before the 25 years, and if it is properly built and maintained, it may not have to be renewed at the end of that time although it may be extended, and the city should now make arrangements for that extension while the land is comparatively cheap.

The Station also should be built with a view to using smokeless engines. Whether they be electric, gasoline or a combination thereof, the construction should be for that form of power and not for the old puffing smoking engine; and yet, the smoking engine is a thing of possibly some years yet to come and hence the station must be so constructed as to meet the requirements of the present locomotive as well, for the present, but be easily changed to meet only the need of the smokeless forms.

A pathway through the city should be provided now, of sufficient width to accommodate at least six tracks and eight would be better, because after a short time cars will run in single units instead of trains as at present, and a system more like our trolley system will be in operation on our main lines, and they will go at greater speed than at present and will require more lines for safe operation. This pathway through the city should be a depressed pathway, so that all trains could run below the street level and get them out of the way of surface travel and where their rush and noise will not destroy property in the neighborhood of these tracks. These tracks really ought to be owned and the improvement made by the city and a charge made for their use to the railroads so that excess condemnation could operate along these lines as well as elsewhere and get the advantage for the whole public that these improvements give.

For many years to come it is more than likely that the street railways of Erie will find it best to operate on the surface, but the future will put them in subways and the subways should be looked out for in the re-arrangement of the city. The city's water front should have the very best possible connections with the Union Station, so that baggage could be transferred in the easiest possible way from boat to train. This will probably be done by automobile trucks which really should have access to the second story of the piers as well as to the first story. Ample approaches should be provided at such a station so that a vast number of vehicles as well as great throngs of people can be well taken care of on convention days and holidays when the travel is heavy and the tax upon the transportation lines great.

People love to visit the city where they are nicely taken care of and where vexatious delays and crushing jams do not annoy them. They will avoid the city that does not take such care of them and will not return to spend their money there.

In short, all of these great terminal facilities must be paid for by the city anyway, no matter who builds them, or holds title to them, and it will cost Erie a great deal less to loan its credit sufficiently long to own these terminals and acquire them absolutely than to pay all the cost and let the railroads own them, for, by the time the bonds are due the funds created by the income will be there to pay them off and from that time on the city will forever draw an income with which to make other improvements or to decrease its tax rate. This has been the experience of all cities that have tried it in Europe and they have been trying it in every form for many years. They are wise, able and intelligent people, and their experience has been such that Erie ought to follow it. Nothing could be better done than to have a committee visit a number of cities in Europe who have just such things as these and have found them successful, and come back with a definite scheme prepared for Erie to follow.

Now that Erie is laying its plans for the future, let it be done in the light of the most modern experience and the most modern practice and put into effect fully that which has proven to be successful elsewhere, but see that everything that is done, is done in the best possible way for all the people.

Respectfully submitted,

HENRY C. LONG.

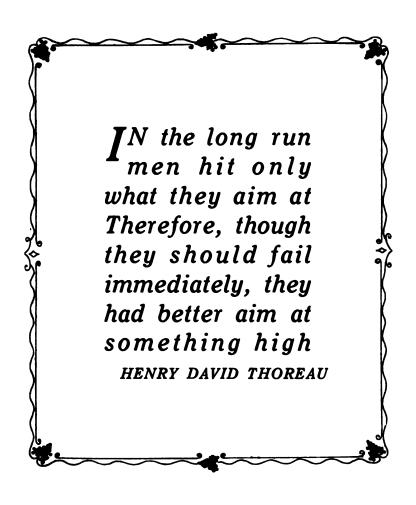


OLD TIME SHIPPING

Thomas Carlyle says of his father, "He was one of those few men that could believe and know as well as inquire and be of opinion"

It is by such men that the progress of the world has been secured not by your hesitating tremblers, afraid to say they know because there may be some hidden particle of error in their belief

-W. Garrett Horder







HE legal aspect of the city planning movement in Pennsylvania may well be considered, first, from the viewpoint of what may be accomplished under existing laws, and then with regard to legislation needed to make legally possible all that is contemplated in the proposed plan for the City of Erie.

An existing statute which suggests itself at the outset is the Act of Assembly approved by the Governor, July 16, 1913, known as Bill No. 406. This bill was prepared by your legal sub-committee, and provides for an additional executive department in cities of the third-class, to be known as the Department of City Planning.

The first of two very important provisions of this act makes it the duty of the clerk of the Councils to furnish to the commission of five persons in charge of the City Planning Department, a copy of all ordinances introduced which relate to the location of public buildings, or in any way affect the streets, parks, bridges, subways, or other features of the present city plan. The commission has the power to disapprove any of these ordinances, and as originally drawn, the bill gave such disapproval the same effect a mayor's veto had before the passage of the "Clark Bill." In the form in which the bill was finally approved, however, the veto power was taken from the commission.

The other provision referred to, and one, in our opinion, most necessary for the successful working out of the plan, is found in section five, which requires the approval of the City Planning Commission for all plans, plots or replots of land laid out in building lots, as well when such land is located within a radius of three miles of the city as when it lies within the limits of the city itself. And further, it is made unlawful to receive for record in any public office a subdivision of land within the zone of jurisdiction of the planning department, which does not bear the endorsement of the commission.

The recent pronounced increase in suburban real estate values has caused many persons, interested merely in speculative profit, to buy tracts of land adjacent to the city for subdivision and sale as building lots. The streets in these subdivisions generally are laid out without regard to their coinciding with inevitable projections of the city streets. A wise exercise of the powers conferred upon the commission will prevent a recurrence of such conditions as exist, for illustration, on East Avenue, where our principal crosstown streets deviate sharply before being continued to the eastward.

By the Act of May 6th, 1909, the cities of Pennsylvania seem to have ample power to acquire lands for park purposes either within or outside the corporate limits of the city, and if additional authority were needed to carry out the park projects of the city plan, outside the city limits, the Act of April 22nd, 1909, contains an interesting extension of the corporate powers of Pennsylvania cities. This act empowers municipalities to acquire by purchase, gift or lease, and hold as public property, tracts of land at present covered with forests or tree growth, or otherwise suitable for park purposes, and to administer the same under the direction of the Commissioner of Forestry of the Commonwealth. Such tracts may be of any size, suitable for the purpose, and may be located within, adjacent to, or at a distance from, the corporate limits of the municipality purchasing the same. The Act is broad in its terms and contains the significant provision that municipal forests may be used by the people for general outing or recreation grounds. It is further provided that such lands cannot be alienated except with the approval of a majority vote of the people at a general election.

The Act of June 8th, 1907, gives to cities of the state the right to condemn private property for use as parks, parkways, or playgrounds, with the added power to take land abutting on such open spaces for a distance of two hundred feet, and resell it with building and other restrictions; this act, sometimes called the "excess condemnation" act, was a long step forward in city plan-The intention is that the city, by taking and reselling land adjacent to its parks, parkways and playgrounds may benefit financially by the increased valuations which attend every considerable municipal improvement, and by proper restrictions as to buildings, insure harmony between the improvement and its immediate surroundings. Excess condemnation has been termed eminent domain pushed to the ninth power, but has been held to clash with limitations in the state constitution, respecting the right to take private property for public use. The Supreme Court of the state, in the case of Pennsylvania Mutual Life Insurance Company vs. Philadelphia (242 Pa. 47) on June 27th, 1913, held the Act of 1907 unconstitutional insofar as it authorizes cities to take and appropriate private property within two hundred feet of the boundary line of property appropriated for parks, etc., because in its estimation, the use to which such property was intended to be put is not a public use. The Court laid down the rule that the constitutional provision permitting the appropriation of private property for public use contemplates an actual use by the public, or the vesting of the right to such use in the public; the fact that the public may derive benefit, utility, or advantage from the taking of land will not constitute public use within the meaning of the constitution, when it is not intended that the public shall use and enjoy the land appropriated. In the light of this decision, it is quite clear that an amendment to the Constitution of the state, defining "public use" so as to include lands taken and resold under the excess condemnation theory, will be necessary before legislation of that character can be made effective.

The abolition of grade crossings is a part of the proposed city plan, and atten-

tion should be called to section twelve of article five of the "Public Service Company Law," approved by the Governor July 26th, 1913, which gives to the Public Service Commission the exclusive power, upon its own motion or upon complaint, to order any railroad grade crossing, now existing or hereafter created, to be relocated, altered or abolished. Where a municipality is to be affected, the Commission is required to endeavor to reach an agreement with the municipal authorities as to the plans and specifications governing such crossings, but, in default of such agreement, it may insist upon the adoption of its own plans. The proportion of expense to be borne by the interested company and the municipality is to be fixed by the Commission, and the legal machinery is provided for collection of the amounts assessed.

Copies of the Acts or parts of Acts of Assembly, in the order in which they are referred to above, are attached to this report. Beyond conferring the powers enumerated in such statutes, the legislature of Pennsylvania has not seen fit to go up to the present time. In this state, municipalities are creatures of statute,



ERIE COUNTY COURT HOUSE, ERIE

possessing only such corporate powers as the legislature may delegate, and so far as concerns the ends sought to be attained by the proposed city plan, the city cannot, legally, go beyond the barriers fixed by the state.

Additional authority must, therefore, be secured before the city may assume to operate a "belt line railroad," maintain "railroad terminals," set apart and require the observance of a "factory zone," or repossess the natural mo-

nopoly of its harbor facilities. When public opinion, locally and throughout the state, arrives at the conviction that the general welfare of our cities requires an extension of municipal powers to include the projects just named, the authority will be forthcoming from the legislature, and if public sentiment becomes sufficiently strong, it is not impossible that the constitution itself may be changed to remove restrictions if any are to be found there, from the ultimate realization of the city plan. It is even possible that the widespread agitation for municipal home rule may coalesce into a demand that our Pennsylvania cities be freed from the trammels of legislative and constitutional supervision, and in that event, the Gordian knot of constitutional intricacies and court interpretations will be cut clean through by the passage of one constitutional amendment granting the people of our cities the right to regulate their own affairs as to them seems best.

LEGAL SUB-COMMITTEE,

Chas. H. English, (City Solicitor), Chairman.

CITY PLANNING COMMISSION ACT

No. 406

A SUPPLEMENT

To an act entitled, "An act providing for the incorporation and government of cities of the third class," approved the twenty-third day of May, Anno Domini one thousand eight hundred eighty-nine, creating a City Planning Department, defining its jurisdiction, and extending the same so as to regulate the laying out and recording of plans of lots within the limits of the city, and for three miles beyond the city limits; and to regulate the making and use of certain public improvements until said plans are approved by said department, and authorizing the exercise of the powers herein provided by a park or other municipal commission.

Cities of the third class. Department of City Planning.

Appointment of City Planning Commission.

Rules, etc.

Report. Engineers, etc. Salaries.

Copies of ordinances

Disapproval of ordinances.

Maps

Recommendations to councils.

Section 1. Be it enacted, &c., That an additional executive department in the government of cities of the third class is hereby created, to be known as the Department of City Planning, which shall be in charge of a City Planning Commission, consisting of five persons, to be appointed by the mayor and councils. In the first instance, one member of said commission shall be appointed for one year, one member for two years, one member for three years, one member for four years, and one member for five years, and annually thereafter a member of said commission shall be appointed for a term of five years. An appointment to fill a casual vacancy shall be only for the unexpired portion of the term. members of the said commission shall reside within the zone of jurisdiction of said commission, as hereinafter defined. They may make and alter rules and regulations for their own organization and procedure, consistent with the ordinances of the city and the laws of the Commonwealth. They shall serve without compensation, and make annually to the mayor and councils a report of their transactions. They may employ engineers and other persons, whose salaries and wages, and other necessary expenses of the commission, shall be provided for through proper appropriation by councils.

Section 2. The clerks of council shall, upon introduction, furnish to the City Planning Commission, for its consideration, a copy of all ordinances and bills, and all amendments thereto, relating to the location of any public building of the city; and to the location, extension, widening, narrowing, enlargement, ornamentation, and parking of any street, boulevard, parkway, park, playground, or other public ground; and to the relocation, vacation, curtailment, changes of use, or any other alteration of the city plan, with relation to any of the same; and to the location of any bridge, tunnel, and subway, or any surface, underground, or elevated railway. The said commission shall have the power to disapprove any of the said ordinances, bills, or amendments, which disapproval, however, must be communicated to councils, in writing, within ten days from the introduction of said ordinances; but such disapproval shall not operate as a veto.

Section 3. The City Planning Commission may make or cause to be made, and lay before councils, and at its discretion cause to be published, maps of the city or any portion thereof, including territory extending three miles beyond the city limits, showing the streets, and highways and other natural and artificial features, and also locations proposed by it for any new public buildings, civic center, street, parkway, park, playground, or any other public ground or public improvement, or any widening, extension, or relocation of the same, or any change in the city plan by it deemed advisable; and it may make recommendations to councils, from time to time, concerning any such matters and things aforesaid, for action by

councils thereto; and, in so doing, have regard for the present conditions and future needs and growth of the city, and the distribution and relative location of all the principal and other streets and railways, waterways, and all other means of public travel and business communications, as well as the distribution and relative location of all public buildings, public grounds, and open spaces devoted to public use.

Section 4. The City Planning Commission may make recommendations to any public authorities, or any corporations or individuals in said cities, with reference to the location of any buildings, structures, or works to be erected or constructed by them. General recommendations.

Section 5. All plans, plots, or re-plots of lands laid out in building lots, and the streets, alleys, or other portions of the same intended to be dedicated to public use, or for the use of purchasers or owners of lots fronting thereon or adjacent thereto, and located within the city limits, or for a distance of three miles outside thereof, shall be submitted to the City Planning Commission and approved by it before it shall be recorded. And it shall be unlawful to receive or record such plan in any public office unless the same shall bear thereon, by endorsement or otherwise, the approval of the City Planning Commission. The disapproval of any such plan by the City Planning Commission shall be deemed a refusal of the proposed dedication shown thereon. The approval of the commission shall be deemed an acceptance of the proposed dedication; but shall not impose any duty upon the city concerning the maintenance or improvement of any such dedicated parts, until the proper authorities of the city shall have made actual appropriation of the same by entry, use, or improvement. No sewer, water, or gas-main, or pipes, or other improvement, shall be voted or made within the area under the jurisdiction of said commission, for the use of any such purchasers or owners; nor shall any permit for connection with or other use of any such improvement existing, or for any other reason made, be given to any such purchasers or owners until such plan is so approved. Where the jurisdictional limit of three miles outside of the city limits, as provided in this section, may conflict with the zone of similar character connected with another city of the third class, the jurisdiction of said commission shall extend only to the point equidistant between the city limits and the limits of said municipality.

Plans, plots, etc. Dedication.

Recording.

Disapproval.

Approval.

Sewers, water or gas main.

Jurisdictiona limit.

Exercise of rights, etc.

Eligibility of members.

Repeal.

Section 6. It shall be proper for said cities to provide, by ordinance, for the exercise of all rights and powers herein conferred upon the City Planning Commission, by a park commission, or kindred municipal bureau or commission, authorized under existing laws. And no person holding office under the government of any of said cities, except the mayor, members of councils, or commissioners, shall be ineligible to serve as a member of a City Planning Commission.

Section 7. All acts and parts of acts inconsistent with this act are repealed. Approved—The 16th day of July, A. D. 1913.

JOHN K. TENER.

The foregoing is a true and correct copy of the Act of the General Assembly, No. 406.

ROBERT McAFEE,

Secretary of the Commonwealth.

PUBLIC PARK ACT

ACT OF MAY 6th, 1909

Cities may acquire private property and certain poorhouse property for park purposes

It shall be lawful for, and the right is hereby conferred upon, the cities of this commonwealth to purchase, acquire, enter upon, take, use, and appropriate private property, for the purpose of making, enlarging, extending, and maintaining public parks, within or without the corporate limits of such cities, and to enter upon, take, use, and appropriate any poorhouse properties, held for the accommodation of the poor of any districts, wards, or townships, within or without the corporate limits of the such cities, for the purpose of making, enlarging, extending, and maintaining such public parks, whenever the councils thereof shall, by ordinance, or joint resolution, determine thereon; Provided, That where said private property is outside of the city, it may be annexed thereto by ordinance of such city.

And Provided, That where any poorhouse properties shall be so taken, and such cities shall have made adequate provision for thereafter accommodating and supporting the poor of the districts, wards, or townships within such cities, wherein such poorhouses are located, nominal damages only shall be awarded for such taking, and the lands shall be held on condition that such cities shall continue to make such adequate provisions for the poor of such districts, wards, or townships.

Damages for poorhouse property to be nominal

MUNICIPAL FORESTS ACT

ACT OF APRIL 22, 1909

Preambles

Whereas, It has been demonstrated by time and experience in the countries of continental Europe, that properly managed municipal forests have proved to be important sources of municipal revenue, tending greatly to reduce the burden of municipal taxation; and

Municipal forests Whereas, Many of the townships, boroughs, and cities of this commonwealth are so located that it would be proper and expedient for them to possess tracts of land to be used for the purposes of municipal forests, in many instances conserving and protecting the water supply and promoting the healthfulness of said municipality, and capable, as well, of yielding revenue applicable to the purposes of such municipalities; therefore,

Acquirement and holding of size and location All townships of the first class, boroughs, and cities of this commonwealth are hereby empowered to acquire, by purchase, gift, or lease, and hold as the property of the municipality, tracts of land at present covered with forest or tree growth, or suitable for the growth of trees, and to administer the same, under the direction of the commissioner of forestry of the commonwealth of Pennsylvania, in accordance with the practices and principles of scientific forestry, for the benefit and advantage of the said municipalities. Such tracts may be of any size suitable for the purpose, and may be located either within, adjacent to, or at a distance from the corporate limits of the municipality purchasing the same; Provided, That it shall be requisite for the commissioners, burgess, or mayor of any municipality, availing itself of the provisions of this act, to submit to the commissioner of forestry, and secure his approval of, the area and location of any lands proposed to be acquired for the purposes of municipal forests, previous to the passage of the ordinance provided for in section two.

Submission to, and approval of commissioner Whenever the township commissioners of any township of the first class, or the councils of any borough or city, shall deem it expedient for the municipality to acquire any such lands for the purposes of a municipal forest, they shall so declare, in an ordinance, wherein shall be set forth all facts and conditions relating to the proposed action; which said proposed ordinance, prior to its passage, shall be duly advertised once a week for three weeks, and, after its passage and approval, in accordance with existing law. All money necessary for the purchase of such tracts shall be appropriated in like manner as is now done, under existing law, for municipal purposes; and such funds may be provided out of current revenue, or by the proceeds of a sale of bonds, in accordance with existing law.

Upon the acquisition of any municipal forests or of lands suitable for such, under this act, the proper authorities shall notify the commissioner of forestry, who shall make such rules for the government and proper administration of the same as may be necessary. The municipal authorities shall thereupon publish such rules, declare the uses of the forest in accord with the true intent of this act, and make such provision for its administration, maintenance, protection, and development as shall be necessary or expedient.

All moneys necessary to be expended, from time to time, for the administration, maintenance, protection, and development of said forest, shall be appropriated and applied as is now done, under existing law, for municipal purposes, and all revenue and emoluments arising from said forest shall be paid into the municipal treasury, to be used for general municipal purposes.

The municipal forest may be used by the people for general outing or recreation grounds, subject to the rules governing its administration for the purpose of a municipal forest, in which the major idea shall be the sale of forest products for producing a continuing municipal revenue.

The alienation of a municipal forest, or any part thereof, shall be made only in the manner prescribed herein for the purchase of the same; to-wit: by ordinance duly advertised before and after passage, but such ordinances shall not be effective in legalizing such alienation until after it shall have been approved by a majority vote of the people at the next ensuing election.

Ordinance. Facts and conditions.

Advertisement

Appropriation.

Bonds.

Acquisition of forest or land.

- Inc

Publication of

Maintenance, etc

Revenues, etc.

Parks, municipal revenue.

Alienation

Popular vote.

EXCESS CONDEMNATION ACT

AN ACT OF JUNE 8th, 1907

Authorizing cities of this Commonwealth to purchase, acquire, take, use, and appropriate private property, for the purposes of making, enlarging, extending and maintaining public parks, parkways, and playgrounds; authorizing the said cities to purchase, acquire, take, use, and appropriate neighboring private property, within two hundred feet of the boundary lines of such public parks, parkways and playgrounds, in order to protect the same by resale, with restrictions; authorizing the resale of such neighboring property, with such restrictions in the deeds of resale in regard to the use thereof as will protect such public parks, parkways, and playgrounds; and providing for the manner of ascertaining, determining, awarding, and paying compensation and damages in all cases where property is taken, used, and appropriated for the said purposes.

Section 1. Be it enacted, &c., That it shall be lawful for, and the right is hereby conferred upon, the cities of this Commonwealth to purchase, acquire, enter upon, take, use, and appropriate private property, for the purpose of making, enlarging, extending, and maintaining public parks, parkways, and playgrounds within the corporate limits of such cities, whenever the councils thereof shall, by ordinance or joint resolution, determine thereon: Provided, That where

Cities.

Acquirement of private property.

Proviso

Poorhouse property.

such private property is outside of the city, it may be annexed thereto by ordinance of said city; And provided, That where any poorhouse properties are so taken, and such cities shall have made adequate provisions for thereafter accommodating and supporting the poor of the districts, wards, and townships within such cities, wherein such poorhouses are located, nominal damages only shall be allowed for such taking, and the land shall be held on condition that such city shall continue to make adequate provisions for the poor of such districts, wards, or townships.

Neighboring private property

Proviso ordinance or resolution

Right of resale.

Property declared appropriated for public use.

Provise

When compensa tion for damages cannot be agreed upon. Section 2. It shall be lawful for, and the right is hereby conferred upon, cities of this Commonwealth to purchase, acquire, enter upon, take, use, and appropriate neighboring private property, within two hundred feet of the boundary lines of such property so taken, used, and appropriated for public parks, parkways, and playgrounds, in order to protect the same by the resale of such neighboring property with restrictions, whenever the councils thereof shall, by ordinance or joint resolution, determine thereon: Provided, That in the said ordinance or joint resolution, the councils thereof shall declare that the control of such neighboring property, within two hundred feet of the boundary lines of such public parks, parkways, or playgrounds, is reasonably necessary, in order to protect such public parks, parkways, or playgrounds, their environs, the preservation of the view, appearance, light, air, health, or usefulness thereof.

Section 3. That it shall be lawful for, and the right is hereby conferred upon, the cities of this Commonwealth, to resell such neighboring property, with such restrictions in the deeds of resale in regard to the use thereof as will fully insure the protection of such public parks, parkways, or playgrounds, their environs, the preservation of the view, appearance, light, air, health, and usefulness thereof, whenever the councils thereof shall, by ordinance or joint resolution, determine thereon.

Section 4. The taking, using, and appropriating, by the right of eminent domain as herein provided, of private property for the purpose of making, enlarging, extending, and maintaining public parks, parkways, or playgrounds, and of neighboring property, within two hundred feet of the boundary lines of such public parks, parkways, and playgrounds, their environs, the preservation of the view, appearance, light, air, health and usefulness thereof, by reselling such neighboring property, with such restrictions in the deeds of resale as will protect said property, so taken for the aforesaid purpose, is hereby declared to be taking, using, and appropriating of such private property for public use; Provided, however, that the proceeds arising from the resale of any such property, so taken, shall be deposited in the treasury of said cities, and be subject to general appropriation by the councils of said city.

Section 5. In all cases wherein cities of this Commonwealth shall hereafter take, use, and appropriate private property for the aforesaid purposes, by ordinance or joint resolution, if the compensation and damages arising therefrom cannot be agreed upon by the owners thereof and such cities, such compensation and damages shall be considered, ascertained, determined, awarded, and paid in the manner provided in an act entitled "An act providing for the manner of ascertaining, determining, awarding, and paying compensation and damages in all cases where municipalities of this Commonwealth may hereafter be authorized by law to take, use, and appropriate private property for the purpose of making, enlarging, and maintaining public parks within the corporate limits of such municipality," approved the eighth day of June, Anno Domoni one thousand eight hundred and ninety-five.

Section 6. All acts or parts of acts inconsistent herewith are hereby repealed. APPROVED—The eighth day of June, A. D. 1907.

THE PUBLIC SERVICE COMPANY LAW

Approved July 26th, 1913 Article 5, Section 12

Relating to Grade Crossings

Except in cases in which grade crossings are in process of abolition at the time of the passage of this act, under agreement or contract with a municipality, as set forth in the proviso of Section Five of Article Three of this act, the commission shall have exclusive power to determine, order and prescribe in accordance with plans and specifications to be approved by it, the just and reasonable manner, including the particular point of crossing, in which the tracks or other facilities of any public service company may be constructed across the tracks or other facilities of any other public service company at grade, or above or below grade, or at the same or different levels; or in which the tracks or other facilities of any railroad corporation or street railway corporation may be constructed across the tracks or other facilities of any other railroad corporation or street railway corporation, or across any public highway, at grade, or above or below grade; or in which any public highway may be constructed across the tracks or other facilities of any railroad corporation or street railway corporation at grade, or above or below grade; and to determine, order and prescribe the terms and conditions of installation and operation, maintenance and protection of all such crossings which may now or hereafter be constructed, including the stationing of watchmen thereat, or the installation and regulation of lights, block or other system of signaling, safety appliances, devices, or such other means or instrumentalities as may to the commission appear reasonable and necessary—to the end, intent and purpose that accidents may be prevented and the safety of the public promoted. No such crossing shall be constructed without the approval of the commission, evidenced by its "Certificate of Public Convenience," as provided in Section Five of Article Three of this act; but in no case shall the approval or consent of any court, board, or other commission or officer, or of any municipality, be necessary therefor. It shall be proper, however, for the commission, by general rule or order, whenever the same can be properly regulated by suitable general rule, to prescribe the terms and conditions under which such crossing may be constructed, operated, maintained, or protected, without the particular approval of the commission.

The commission shall also have exclusive power, upon its own motion or upon complaint, and after hearing as hereinafter provided (of which all the parties in interest, including the owners of adjacent property, shall have due notice), to order any crossing aforesaid, now existing or hereafter constructed at grade, or at the same or different levels, to be re-located or altered, or to be abolished, according to plans and specifications to be approved, and upon just and reasonable terms and conditions to be prescribed, by the commission.

The compensation for damages which the owners of adjacent property, taken, injured, or destroyed, may sustain in the construction, re-location, alteration, or abolition of any such crossing specified in this section (for which compensation the said owners are hereby invested with warrant of authority, upon appeal from the determination of the commission, to sue the Commonwealth), shall, after due notice and hearing, be ascertained and determined by the commission; and such compensation, as well as the expenses of the said construction, re-location, altera-

Crossings.

At grade or above or below grade.

Approval.

General rule or order.

Re-location, alteration, etc.

Compensation for damages.

Payment

tion, or abolition of any such crossing, shall be borne and paid, as hereinafter provided, by the public service company or companies or municipal corporations concerned, or by the Commonwealth, either severally or in such proper proportions as the commission may, after due notice and hearing, in due course, determine, unless the said proportions are mutually agreed upon and paid by those interested as aforesaid.

Terms and conditions.

Proviso.

Cost and expense borne by Commonwealth, etc.

Proviso.

Re-location or change in structures, equipment, etc

Public highway or street.

Final order

Rights of contractor.

Payment.

In prescribing the terms and conditions, upon which any such crossings may be constructed or re-located, or altered or abolished, and the proportionate contributions to the expense thereof, including the damages or compensation to the owners of adjacent property, as aforesaid, the commission may, among other things, take into consideration the relative importance to the public of the services rendered by the public service companies concerned, as well as the priority of location: Provided, That where any portion of the cost and expense thereof shall have been or shall be borne in the future by the Commonwealth or any municipal corporation, such portion shall not be taken into account by the commission in fixing any valuation, for any purpose, under any of the provisions of this act; And provided further, That where the order of the commission shall, as part of the regulation of the construction, re-location, alteration, or abolition of any crossing aforesaid, require, as incidental thereto, a re-location, changes in or the removal of any adjacent structures, equipment or other facilities of any telegraph, telephone, gas, electric light, water-power, water pipe-line, or other public service company, said company shall, at its own expense, re-locate, change, or remove such structures, equipment, or other facilities, in conformity with the order of the commission; and, in default of compliance with such order, the commission shall cause the work and materials to be done and furnished in accordance with the said order, and may recover the cost and expense thereof from the said public service company.

Before the commission shall make any final order relative to the construction, re-location, alteration or abolition of any crossing involving any public highway or street, an effort shall be made by the commission to reach an agreement with the proper officials of the municipal corporations concerned, determining the plans and specifications governing such crossings; and, in default of such agreement, the commission shall exercise the exclusive power vested in it under this section, and shall finally determine and adopt the complete plans and specifications, and locate all lines and grades in said public highways and streets, and may permit the public service company or companies, or the municipal corporations, to do the whole or any portion of the work in accordance therewith; otherwise, the commission shall do the work by contract or contracts, to be awarded, after due advertisements, to the lowest responsible bidder in accordance with the said plans and specifications.

The said contractor shall be authorized, in the name of the commission, to collect by due process of law from the public service company or companies, or the said municipal corporations, or from the Commonwealth, either severally or proportionately as may be determined by the commission, the amount which may be justly due him under the terms of his said contract with the commission; and any amount so determined to be paid the said contractor by the Commonwealth, as well as the amount of damages or compensation determined and awarded to be paid the owners of adjacent property, as aforesaid, shall in each instance be paid by the State Treasurer, on a warrant drawn by the Auditor General, upon the presentation to that officer of a statement setting forth the amount determined to be paid as aforesaid, duly certified by the commission; said payments to be paid

out of any funds specifically appropriated for such purpose, or generally appropriated for the improvement of the roads or highways of the Commonwealth; and in case of a verdict and judgment thereon for the damages or compensation, recorded by any such adjacent property owners upon appeal, the same shall be paid out of any funds appropriated as aforesaid; and any court of common pleas hearing and determining said appeal is hereby authorized and empowered to issue a writ of mandamus to said commission, the Auditor General, and the State Treasurer, or any of them as the case may require, for the payment of such judgment.

The commission shall have the right to recover, for and on behalf of the Commonwealth, by due process of law, as debts of like amount are now by law recoverable, from the public service company or companies or municipal corporations, in such amounts or proportions against each as may be determined by the commission, as aforesaid, the amount of the damages or compensation awarded to the owners of adjacent property by the commission, or by the court of the proper county on appeal, and the amounts so recovered shall be paid into the State Treasury for the improvement of the roads of the Commonwealth.

Recovery by the Commission.

DIGEST OF BILL NO. 3525

An Ordinance Authorizing the Construction of the Liberty Street Subway

After protracted negotiations between the city and the Lake Shore & Michigan Southern Railroad, and the Pennsylvania Company, an ordinance was finally passed on August 30, 1912, for the purpose of abolishing the grade crossing over the tracks of their railroads at Liberty Street, and carrying that street under the tracks.

The ordinance provides that the necessary excavating shall be done by the city, and that the city shall construct and maintain the sidewalks, sewers, drains and pavements in the subway. The railroad companies are to build street bridges over the roadway, one sufficient to carry 7 railroad tracks, and the other 4 tracks. Those bridges are to be supported on concrete abutments. The floors of the bridges are to be water tight. The width of the subway is to be 60 feet, of which 40 feet is for roadway and 10 feet on each side for foot walks. Two lines of steel posts or columns will be placed in the outer edge of the sidewalks.

The remaining 40 feet of Liberty Street (20 feet on each side) not occupied by the subway shall be vacated from the north right of way line of the Pennsylvania Company to a point 130 feet south of the north right of way line of the L. S. & M. S. R. R.

The east and west 20 feet of Liberty Street from 12th Street to the north line of the Pennsylvania Company right of way may be used as roadways by the Hays Mfg. Co. and Williams Tool Company, respectively, and shall be left at a grade satisfactory to them, said 20-foot strips, however, shall remain the property of the city. Retaining walls are to be built and maintained by the city on each side of the 60-foot wide approach to the subway for the purpose of supporting the banks of said 20-foot strips, and an iron fence on top of the walls. The Hays Mfg. Co. and Williams Tool Co. shall be subject to street improvement assessments, the same as if the sidewalk abutted their properties.

The subway has already been excavated by the city and it is expected the improvement will be completed the coming summer. The written agreements between the parties interested are on file in the office of the Superintendent of Department of Accounts and Finance. The roadway in the subway shall be 13 feet in the clear from the bridges carrying the tracks.

Approximate estimates of the cost of this improvement indicate that the investment of the city will be about \$20,000.00, and of the railroads about \$80,000.00.



A BEAUTIFUL SPOT IN ROCKEFELLER PARK, CLEVELAND, SHOWING ROW BOAT LAKE, BOAT HOUSE, PUBLIC TENNIS COURTS AND BOULEVARD

Rockefeller Park, 276 acres, completed park lands along Doan Brook Valley from the head waters of the stream to where they flow into Lake Erie, forming a single body of land of nearly seven miles in length with an area of over 800 acres. It was presented as a gift to the City of Cleveland on "Founders Day," July 22, 1896, and appropriately acknowledged in the following as well as other resolutions.

WHEREAS, John D. Rockefeller, has, through his friend and agent, J. G. W. Cowles, tendered to the City of Cleveland for the benefit of all the people, tracts of land and money for park and boulevard purposes which could not be duplicated for a million dollars, therefore mindful of this great gift which is to go down the ages as a source of health, pleasure, education and culture not only to the citizens of Cleveland but to all visitors, now, therefore, be it

RESOLVED, By the people assembled on this the one-hundredth anniversary of the founding of the city, that deeply conscious of the value of this magnificent gift and addition to our park system and the motives and purpose under which it has been given, and moved by this sense of our appreciation of it and the generosity of the giver, we accept the gift and most cordially tender to him our vote of sincere thanks, and in accepting these lands, as a part of our park system, we request him to permit them to be named and known as "Rockefeller Park," so that his name may go down the ages in the hearts of the present and the unborn generations as one of the great names in American history who knew how to plant money where it will be immortal in culture and character.

Cleveland has been fortunate in the acquisition by gift of many smaller tracts of land none the less important to the completion of an excellent park system.

Every day in this world has its work and every day as it rises out of eternity keeps putting to each of us the question afresh, "What will you do (for your city) before to-day has sunk into eternity and nothingness again?"

-Frederick William Robertson



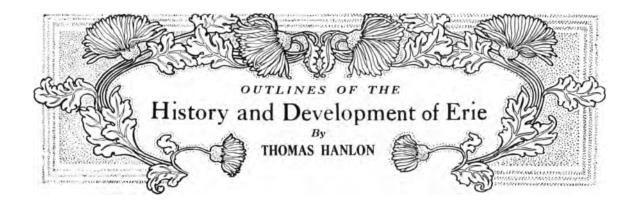
Frugality is good, if liberality be joined with it. The first is leaving off superfluous expenses; the last bestowing them to the benefit of others that need. The first without the last begets covetousness, the last without the first begets prodigality

-William Penn



And! Ellicott

THE FIRST SURVEYOR GENERAL OF THE UNITED STATES, WHO IN 1795 MADE THE ORIGINAL GENERAL PLAN OF ERIE





RIE is situated on the site of the ancient Presque Isle Fort and French village of the same name. Presque Isle was one link of a chain of thirteen French Forts extending along the St. Lawrence River and the south shores of Lakes Ontario and Erie, and the Allegheny River from Quebec to

Fort Duquesne (now Pittsburgh) connecting the French possessions in Canada with their territory on the Mississippi.

Before proceeding to describe the plan and development of the City of Erie a side glance at its early history may not be out of place. While Erie played no part in the revolutionary war, being then a virtual no man's land, a dense forest beyond the mountains, which formed the frontier of the settlements of the colonies, it is nevertheless built upon historic ground. Its site was not then a part of Pennsylvania. It was not until after the peace with Great Britain in 1783 that in the westward trend of the colonists, attention was directed to Presque Isle, which was, or had previously been, claimed, respectively, by the States of New York, Massachusetts and Connecticut as part of their territory.

THE ERIES

The earliest history of Presque Isle finds it in possession of a tribe of Indians known as the "Eries," or "Cat Nation." The first recorded appearance of a white man at Presque Isle was in the year 1615, when Etiene Brule, Champlain's interpreter, visited the "Eries." He was followed by LaRoche Daillon, a Catholic Missionary, in 1626, and Joncaire, a French Indian Agent, in 1630. The intrepid explorer, Cavalier Robert De La Salle, in 1669, passed through here on one of his exploring expeditions to the Ohio River. La Salle published a map of Lake Erie—the first ever drawn—in 1672. Six years later he built a vessel in the Niagara River, and with it explored the lake and adjacent country.

The "Eries," by some historians, have been described as an intellectual, peace loving nation, by others as ferocious and warlike. From fairly reliable authority we learn that they were defeated in battle by the "six nations." (The Iroquois Confederacy) in the year 1653. They were either exterminated or ab-

sorbed so completely by their conquerors that from that period their identity is lost. Their numbers have been estimated at 12,000. Remnants of the "Erie's" are said to have been located in the Christian village of La Prairie, and among the Onondages of New York, who held them in slavery. Their language did not survive the fall of their nation.

"A few strange words of a forgotten tongue
That still to Lake and River's Marge have clung,
Are all that linger, of the Past, to tell,
With their weird-sounding music, how it fell
That here the people of that elder day
Sinned, suffered, loved, hoped, hated, passed away."

THE MOUND BUILDERS

Antedating the "Eries" by several hundred years was another race of men who inhabited Erie County and the country southward to the far Rio Grande, of whom no history is extant. It does not appear that they existed east of this county. This race, for want of a better name, is known as the "Mound Builders."

Curious mounds and circular embankments have been found in the townships of Harbor Creek, LeBoeuf, Girard, Fairview, Conneaut, Springfield, Wayne and Venango. Many of those mounds still survive the levelings of civilization. A circle of raised earth may be seen at the Four Mile Creek southeast of the big curve of the P. & E. R. R., and another in Wayne Township between Corry and Elgin, several feet in height, enclosing three acres, and surrounded by a trench. The formation and make-up of those landmarks leave little room for doubt that they are the work of human hands. An idea of their antiquity may be formed by the age of timber found growing upon them. A tree 500 years old was cut on a Conneaut embankment.

Human bones in large quantities have been unearthed on the line of the P. & E. R. R. through the Warfel farm (one of which indicated a height of 9 feet) and also on the corner of 26th and Holland Streets, which is probably part of the cemetery discovered in 1820, south of 26th near Holland Street, and which created a sensation at that time. In excavating for the E. & P. R. R. line to the harbor, a mass of human bones was found at the crossing of the "Green Garden Road." The bodies were in a sitting posture, but thrown together promiscuously, indicating they were killed in battle and hurriedly interred.

In 1825 Francis Carnahan, in Harbor Creek township near the shore of the lake plowed up what upon competent archæological investigation proved to be one of the celebrated "Chorean Beads," known only as existing in ancient Egypt. Similar beads have been found in the tombs along the Nile. They were employed in worship and worn as amulets and were cherished possessions of that ancient people. The last known of the bead found by Carnahan it was in possession of L. G. Olmstead, of Fort Edward, N. Y. What is its history? Did the Mound Builders come from Egypt? The evidence of pre-historic development

impels the belief that the Indians as we know them, or of them, were not the original possessors of the south shore of Lake Erie. The human bones found in various places in and near Erie indicate mammoth physical development. These with the mounds and elevated circles are all that are left to identify the Mound Builders that race of men anterior and superior to the Indians who have so completely and mysteriously disappeared, that history nor tradition furnishes no trace of their origin, numbers or destiny. They were, and are not.

"No hoary legend of their past declares
Through what uncounted years our home was theirs."

THE COMING OF THE WHITE MAN—PRESQUE ISLE VILLAGE

The first settlement of Presque Isle by white men was in 1753, when the French village of that name was built on the site now occupied by the Soldiers and Sailors Home. The village contained about 100 families, grist mills, a school teacher, a Catholic priest, and numerous Indians. They cleared land and cultivated fields of corn. A fort was built and occupied on the west bank of Mill Creek at or near Front Street, on the east side of Parade Street, the same year, and also a road to Fort LeBoeuf (Waterford) of which Parade Street forms a part. The village was abandoned on or before 1758. The fort was evacuated by the French garrison in 1759, after the fall of Quebec. It was occupied by the British in 1760. Both nations considered Presque Isle an important point in the chain of defenses, and a valuable supply depot. It may be worth noting here that the overland route from Presque Isle to Fort LeBoeuf was the only break in water navigation along the line of forts from the lakes to the Mississippi River.

In 1753 George Washington, then 21 years old, was sent by Governor Dinwiddie, of Virginia, to Fort LeBoeuf, to notify the French to discontinue fortifying Presque Isle and LeBoeuf, claiming the same to be British territory. Washington was accompanied by Christopher Gist, a white man, and an Indian interpreter. They were in LeBoeuf from the 11th to the 16th of December. Captain Riparti was called in conference and came over from Presque Isle. Washington recorded in his journal the gentlemanly treatment he received from the French officers. They stated they would communicate with their superior officer the Marquis Du Quesne, but for the present must refuse to comply with the notice. Washington returned without visiting Presque Isle.

THE PONTIAC CONSPIRACY

Pontiac, Chief of the Ottawas (who fought with the French at "Braddock's Defeat") secretly formed a union of all the Indian tribes west of the Alleghenies, including the "Six Nations," for concerted action against the British, who at this time were in possession of all the frontier forts. The combination which Pontiac had formed, was so vast, its ramifications were so extensive, and its plan of campaign so practical, that it cast in the shade all previous efforts at Indian warfare. With a suddenness that astonished the British, war flamed out in 1763.

A simultaneous attack was made on all of the thirteen forts, and nine of them were captured, including Presque Isle and LeBoeuf. Fort LeBoeuf was attacked June 17, 1763. The garrison, only thirteen men under command of Ensign Price, crept out at night and escaped to Pittsburgh. The attacking force consisted of about 200 Indians, Senecas and Ottawas. After the fall of LeBoeuf they marched to Presque Isle.

BATTLE OF PRESQUE ISLE

As is usual in descriptions of battles, conflicting accounts have come down to us relating to Presque Isle. Francis Parkman is considered a reliable historian of the French and Indian wars. The following is from his history of the "Conspiracy of Pontiac." It conforms very nearly with the account given in the Pennsylvania archives:

"There had been hot fighting before Presque Isle was taken. Could courage have saved it, it never would have fallen. * * * * At one of its angles was a large block house, a species of structure much used in the petty forest warfare of the day. It was two stories in height, and solidly built of massive timber; the diameter of the upper story exceeding that of the lower by several feet, so that through the openings in the projecting floor of the former the defenders could shoot down upon the heads of an enemy assailing the outer wall below. The roof being covered with shingles might easily be set on fire, but to guard against this there was an opening through which the garrison, partially protected by a covering of plank, might pour down the water upon the flames. * * And now the defenders could see the Indians throwing up earth and stones behind one of the breastworks; their implacable foes were laboring to undermine the blockhouse, a sure and insidious expedient, against which there was no defense. There was little leisure to reflect on this new peril, for another, more imminent and horrible, soon threatened them. The barrels of water always kept in the blockhouse were nearly emptied in extinguishing the frequent fires, and though there was a well in the parade ground, yet to approach it would be certain death. The only recourse was to dig one in the block-house itself. The floor was torn up, and while some of the men fired their heated muskets from the loop-holes to keep the enemy in check, the rest labored with desperate energy at this toilsome and cheerless task. Before it was half completed, the cry of fire was again raised, and, at the imminent risk of life, they tore off the blazing shingles and arrested the danger. By this time it was evening. The little garrison had fought from earliest daylight without a minute's rest. Nor did darkness bring relief, for the Indian guns flashed all night long from the entrenchments. They seemed determined to wear out the obstinate defenders by fatigue. While some slept, others in their turn continued the assault, and morning brought fresh dangers. The block-house was fired several times during the day, but they kept up their forlorn and desperate resistance. The house of the commanding officer sank into glowing embers; the fire on both sides did not cease 'till midnight, at which hour a voice was heard in French, calling out that further defense was useless, since preparations were made to burn above and below at once. Ensign Christie, the officer in command, demanded if any one spoke English, upon which a man in Indian dress came forward. He had been made a prisoner in the French war, and was now fighting against his own countrymen. He said if they yielded they would be saved alive, if not, they would be burned. Christie resolved to hold out as long as a shadow of hope remained, and while some of the garrison slept, the rest watched. They told them to wait until morning. They assented, and suspended their fire. When morning came, they sent out two persons, on pretense of treating, but in reality to learn the truth of the preparations to burn the block-house, whose sides were pierced with bullets and scorched with fire. In spite of the capitulation, they were surrounded and seized, and, having been detained for some time in the neighborhood, were sent as prisoners to Detroit, where Ensign Christie soon made his escape and gained the fort in safety." The surrender of Presque Isle took place June 22, 1763.

According to a statement made in 1754, by Stephen Coffin, a deserter from Presque Isle Fort to the English, the fort was 120 feet long. It was built of Chestnut logs, squared, and lapped over each other to a height of 15 feet, with a log house in each corner and gates on the north and south sides. The stone foundation of this fort was removed in June, 1888, by Messrs. Paradine and McCarty, in excavating brick clay. Twenty musket barrels, bayonets and other paraphernalia of war were found in the north end. The foundation was three feet deep and the original hard clay floor was covered under three feet of clay.

In 1764 a British army of 3,000 men, under command of General Bradstreet, passed up the lake, stopping at Presque Isle, and after relieving Detroit returned here August 12, 1764, made a treaty with the Delawares and Shawnees, which was barren of results.

For the thirty years following 1764, very little history was made at Presque Isle. All traces of former activity were swept away. The white man's fort and buildings crumbled. English control was merely nominal, and the "Noble Red Man" roamed at will through forest and jungle, over stream and bay Except an occasional trader, no pale face appeared to disturb the solitude. Presque Isle had gone over to its conquerors. It became known as the Indian country. At this time no white settlement remained nearer than Pittsburgh on the south, and Cherry Valley, N. Y., on the east.

"And thenceforth, in the pleasant maple shade, Seneca children, only, laughed and played."

AMERICAN OCCUPATION

By the treaty of 1783, England yielded to the United States all claims to the western country. Notwithstanding this fact, a British garrison existed at Presque Isle in 1785, in violation of the treaty, and was so complained of by Mr. Adams,

American Minister at London, to the English Secretary of State. The British had won the confidence of the Indians and hoped through their assistance and by holding the western garrisons to harass the infant republic and eventually regain their lost territory. Presque Isle was the last fort west of Niagara to be evacuated by the British. The American occupation at Presque Isle commenced nominally in 1785, but it was ten years later before their authority became supreme.

On April 13, 1791, an act was passed by the legislature of Pennsylvania to authorize the governor to complete the purchase of the tract of land which comprises the northern part of Erie County, and which includes the City of Erie. This tract was known as the "Triangle."

HOW THE TRIANGLE WAS CREATED AND ACQUIRED

The Triangle as such came into existence in this way: The charter of New York defined its western boundary as extending southerly on a line drawn from the western extremity of Lake Ontario to the 42nd degree of north latitude, being the northern boundary of Pennsylvania. The point of intersection of those lines was supposed to be in Lake Erie west of Presque Isle, thereby including this territory in New York. This proved to be erroneous. The actual survey made the line run 20 miles east of Presque Isle, leaving a triangular tract west of New York and north of Pennsylvania, to which neither state had title, being beyond their chartered jurisdiction. Massachusetts and Connecticut also claimed the Triangle under grants from King James I, to the Plymouth Company of "all the land lying in the same latitude with Connecticut and Massachusetts, as far west as the Pacific Ocean, not previously settled by other Christian powers."

Gen. William Irvine was sent to the northwest by the Pennsylvania authorities to examine into the quality of its lands and report upon the best manner of putting them into the market. While upon this tour he was struck with the fact that the state had no harbor on Lake Erie, and the importance of securing the one at Presque Isle. On his return he interested a number of intelligent and progressive citizens in the project of purchasing the triangle, but the states above mentioned had to be dealt with. After protracted negotiations, New York, Massachusetts and Connecticut released their claims to the United States government and the latter conveyed the tract to Pennsylvania for \$151,640.25, being 75 cents per acre. Part of the payment was made in continental certificates which were in bad credit at the time, but Uncle Sam could not refuse his own The conveyance of the triangle to the State of Pennsylvania was dated March 3rd, 1792, and was signed by George Washington, President, and Thomas Jefferson, Secretary of State. After many conferences the Indian title was acquired by purchase, the State paying about \$2,800 and the United States \$1,200 to the "Six Nations." The success of negotiations for the purchase of the Triangle from the Indians, and the averting of bloodshed, must be credited to the diplomacy of Gyantwachia (or Cornplanter) the Seneca Chief, which nearly cost him the friendship of his tribe. In recompense for his services the State gave him a fine

reservation near Warren, where he died in 1836, over 100 years old. In 1867 the State erected a monument to Cornplanter.

In releasing title to the Triangle, Connecticut reserved to itself 120 miles of northeastern Ohio lying between Pennsylvania and Lake Erie, hence the name "Western Reserve."

The same year the triangle was purchased, the first and futile American attempt was made to establish a settlement at Presque Isle. The first legislation of the State of Pennsylvania having that object in view was "An act for the sale of vacant lands within this commonwealth," approved April 3, 1792, better known at the time as the "Actual Settlement Law." It reserved to the State the "Island or Peninsula," the bay, 8 miles along the lake and 3 miles in width, and also provided for laying out a town at Presque Isle, and for a military force for frontier service.

Another law entitled "An act for laying out a town at Presque Isle," was passed April 8, 1793. This was supplemented by the act of April 18, 1794. The acts of 1793 and 1794 appropriated one inlot and one outlot to each of "the first 200 persons who shall actually inhabit and reside, on or before the first day of May, 1795, within the town."

Those acts failed of execution on account of hostility of the British and Indians. The latter had become dissatisfied with the Cornplanter sale of the Triangle. It is not of record that any one braved the chances of the scalping knife to avail himself of the benefits of those laws. The Indians in Council at Buffalo Creek on July 4th, 1794, resolved to prevent, by force, if necessary, the settlement of Presque Isle by the Americans. The United States Commissioner to the "Six Nations" wrote the Secretary of War that the British "feel very much alarmed at the garrisoning of Presque Isle. Governor Mifflin ordered 1,000 additional troops to Presque Isle, and matters assumed such a serious aspect that the general government interfered, President Washington, through his Secretary of War, General Knox, wrote Governor Mifflin that "Affairs are critically circumstanced between the United States and the "Six Nations," and it was the President's opinion, on mature reflection, that it is advisable to suspend for the present the establishment of Presque Isle." The Governor reluctantly complied with the request of President Washington. The suspense, however, was of short duration. General Wayne's decisive victory at the battle of "Fallen Timbers," on the Maumee River, in 1794, was a crushing blow to Indian hope in this direction. The treaty of Greenville concluded with the western Indians August 3, 1795, and the treaty with the "Six Nations" the following November, supplemented by 200 men from Wayne's army which arrived in Erie, and commenced the building of the block-houses on Garrison Hill, removed all opposition to No further open Indian hostility was offered, but settlement of the town. occasional raids were made on the settlements. The last recorded Indian outrage in Erie was in May, 1795, near where the Lake Shore R. R. bridge crosses State Street. Ralph Rutledge was killed and scalped, and his son was shot and scalped, but survived until he was taken to LeBoeuf.

ACTUAL SETTLEMENT OF ERIE

The law under which Erie was actually laid out and given the name it now bears was passed April 18, 1795. It repealed the acts of 1793 and 1794 above referred to. It provided for appointment of two commissioners to have surveyed 1,600 acres of land for town lots, and 3,400 acres adjoining for outlots, at or near Presque Isle on Lake Erie. It provided that the streets shall be not more than 100 nor less than 60 feet wide, and with lanes, alleys and reservations for public use, town lots to contain not more than one-third of an acre, and outlots not more than five acres. The reservations for public use not to exceed 20 acres, and that the town shall be called "Erie." The streets, lanes and alleys to be common highways forever.

The act also provided for reserving 60 acres for fortifications, "one moiety thereof on the bank and the other below the bank comprehending the point at the entrance of the harbor, one lot of 30 acres on the Peninsula at or near the entrance to the harbor," and 100 acres on the Peninsula, for U. S. fortifications, dock yards, etc. The act provided for enlistment of a force to protect the surveyors. The 60 acres above provided for are now occupied by the Soldiers and Sailors Home. Most of the military history of Erie is interwoven with that 60 acres.

The town was surveyed according to the provisions of the act of 1795, by Andrew Ellicott and William Irvine, during the summer of 1795. The surveyors were hampered by jungle and swamp, forest, streams, deep ravines, wild beasts and Indians.

A draft of the survey is on file in the office of the Secretary of the Commonwealth at Harrisburg. For photograph of copy of that draft see frontispiece.

Erie was laid out by this survey in three sections, which embraced all the territory from the Bay to 26th Street, and from East Avenue to $1\frac{3}{4}$ miles west of Cranberry Street, the west line of the Alms House farm produced northerly.

The first section covered that part of the territory lying between East Avenue and Chestnut Street, the second section the part between Chestnut and Cranberry Streets, and the third section between Cranberry Street and the west line of the Alms House farm extended.

A five acre park was laid out on the line of Sixth Street in the center of the inlots of each section.

The inlots of the three sections extended from Front to 12th Street, and from Parade to West Street (one mile west of Cranberry Street). The outlots lie between 12th and 26th Streets, between Parade Street and East Avenue, and between West Street and the west line of the Alms House farm, produced northerly. An inlot is $82\frac{1}{2}$ x 165 feet, and an outlot contains 5 acres, or 16 times larger than an inlot. These are the general dimensions of the lots. They do not apply to the lots abutting on Front Street, which are of irregular sizes owing to the irregular lines of that street.

THE STREET SYSTEM

All the streets running east and west from East Avenue to Cranberry Street between the bay and Twelfth Street were laid out in the survey of 1795 as they exist to-day, except north of Fifth and east of Parade Street, which space was reserved for fortifications. The north and south streets were laid out by the same survey as they now exist from the bay to 26th Street. Between 12th and 26th Streets there were no east and west streets provided for and the outlots in that territory butted against each other with no allowance for streets. The present east and west streets from 13th to 25th Street, inclusive, have been laid out by ordinances of the city and of the borough of South Erie, respectively. The land for those streets is taken off the adjoining outlots, narrowing them that much, making a building lot in that section usually 135 feet in depth as against 165 feet north of 12th Street. South of 12th Street city blocks are 330 feet wide, including the streets; north of 12th Street they contain 330 feet of private property exclusive of the streets.

East of Parade Street the plan of the town shows two 30-foot lanes in the lines of Ash and Wayne Streets. They were named respectively Ash Lane and Beech Lane, Beech Lane having been changed to Wayne Street by ordinance in 1871. Parts of those streets have since been widened by ordinances. Those two lanes were the only public highways provided for in the survey, running north and south, between Parade Street and East Avenue.

East Avenue was the easterly and 26th Street the southerly boundary of the town plot. Both of those boundary line streets were of irregular widths, owing to variation of the needle, probably, when the reserve tracts were surveyed some time later, those two streets being the lines between the two surveys. Their present widths have been fixed by ordinances.

The north and south streets of the third section running from the Lake to 26th Street were, in the order here named, commencing at Cranberry Street, viz.: Cranberry, Cedar, Mulberry, Magnolia, Republican, Gooseberry, Willow, Hazel, and West Streets. The east and west streets of the third section were of the same names and direct continuations of Front, Second, Third, etc., streets up to and including 12th Street, and none provided for south of 12th, except 26th Street.

The Third Section Park was at the intersection of 6th and Republican Streets. The latter was a 100-foot street, and the center of the section, as State and Liberty are the centers of the first and second sections.

SALE OF LOTS OF THE "THIRD SECTION"—CONDITIONS

By the Act of April 8th, 1833, the "Third Section," including the inlots and outlots, was granted to the Borough to lay out in tracts and sell to the highest bidders and apply the proceeds towards building the Canal Basin. The act vacated the streets in that section and directed that 100 acres be reserved for a county poor farm. Accordingly, the property was laid out into, approximately,

50 acre farms, abutting on Twenty-sixth Street and the Lake Road, which the Borough Council reserved for a public highway, 60 feet wide, as a direct continuation of West 8th Street.

The "Third Section" tracts or farms were sold at auction in August, 1833, the prices ranging from 11 to 20½ dollars per acre. Following is a copy of such parts of the conditions of sale of the "Third Section" as are deemed of public interest.

* * * * * * "The Lake Road (so called) shall be sixty feet wide, the side lines thereof corresponding with those of Eighth Street in the Borough of Erie, and continuing in a direct line with the same through said section; and the lots touching said road shall be bounded by the side lines of the same.

There shall be a road or free public way fifty feet wide commencing on the Ridge Road (so called) on the line between lots Nos. 4 and 5, and running from thence along said line and the line between lots Nos. 22 and 23 to the Lake Road, one-half the width to be taken off of each of said adjoining lots; except that where the west branch of the Cascade Run approaches within less than fifty feet of said dividing line the said road shall diverge so far eastwardly into lot No. 23 as to contain the said fifty feet east of said run.

There shall be a similar road or way from the said Lake Road to the bay of Presque Isle running along the line between lots Nos. 31 and 32, of the same width, one-half to be taken off of each of said lots." * * * * *

* * "With the foregoing alterations and exceptions, the plan, survey and map made for the Burgess and Town Council, by Col. Thos. Forster, is adopted.

By order of the Burgess and Town Council of the Borough of Erie.

T. H. SILL, Burgess.

Attest: Wm. Kelley, Clerk. August 5, 1833."

It may be worth noting here that the conditions of sale also provided for utilizing the waters of Cascade Run for power to run machinery, and for that purpose the purchaser of lot No. 22 was privileged to back the water five perches into lot No. 21, and the purchaser of lot Nos. 20 and 21 (which were consolidated) was likewise permitted to back the water five perches into lot No. 19.

The names of the purchasers and prices paid for the "Third Section" land are recorded in Borough Record 3, pages 6 and 7, in the City Clerk's office.

The canal basin was constructed in 1834 from the proceeds of sale of the third section lands. It originally extended east to German Street. About 1,000 feet in length off the east end was vacated by the acts of February 10, 1869, and February 17, 1870. This basin was the harbor for canal boats.

The Erie Extension Canal was completed in 1844 and abandoned in 1872.

RAILROADS

The first railroad train to enter Erie was on January 9th, 1852. The city has now five lines of railroad, and it is the terminus of three. Seventy passenger trains enter Erie every 24 hours.

SALE OF THE TOWN LOTS

The act of 1795 provided that the Governor should sell one-third of the inlots and outlots of the "First Section" (between East Avenue and Chestnut Street) at public auction and convey them upon the condition that the purchasers should, within two years, erect thereon a house at least 16 feet square with a brick or stone chimney. The condition requiring erection of a house and chimney was repealed in 1800. The following is a copy of the advertisement of the sale of lots published in 1796:

"Agreeably to instructions from His Excellency, Thomas Mifflin, Governor of this Commonwealth, we shall offer for sale the following town and outlots of Erie, Waterford, Franklin and Warren, at the times and places hereafter specified, viz.: The sale of that portion of the town and outlots of the several towns to be disposed of in the City of Philadelphia will commence on Monday, the 25th day of July next. That portion of the town and outlots of the several towns to be disposed of at Carlisle will commence at that Borough on Wednesday, the 3rd of August next; and the sale of that portion of the town and outlots of the said towns to be disposed of at Pittsburgh will commence at that Borough on Monday, the 15th day of August next. * *

WILLIAM IRVINE,
ANDREW ELLICOTT,
GEORGE WILSON,
Agents."

One hundred and sixty-nine inlots and 33 outlots were sold according to above advertisement in 1796. The amount realized, including interest, was \$4,165.20. The lot at the northwest corner of 6th and Peach Street was bought by Alexander Addison for \$34.00. The square between State and Peach, South Park Row and 7th Streets, was purchased by Joseph Kratz, in 1806, for \$110. Lots 1401 and 1402 on the west side of State between 7th and 8th Streets were purchased by Samuel Smith and Thomas Hughes in 1802, for \$30 each. The corner lot on which St. Peter's Cathedral stands was purchased by John Gray in 1815, for \$20. The highest priced lots in 1796 were on Second Street at the corners of Parade and German Streets—a lot was sold on each of those corners for \$260. The next highest price obtained that year was at the foot of Liberty Street, where a lot was sold for \$106. The five acres at and around Union Depot was bought by David McNair in 1801, for \$20.

Apparently the United States did not long maintain a permanent garrison at Erie, because we find in the Act of March 20, 1812, that "the United States have long since ceased to maintain a garrison at Presque Isle and have also vacated all

the buildings and premises aforesaid and the same are fast going to ruin." Two commissioners were appointed in pursuance to the same act to take charge of the property and prevent trespassing.

After the town of Erie had been laid out the remainder of the reservation, which, including the site of the town, was eight miles long and three miles wide along the lake, was, by the Act or 1799 directed to be laid out into farms and sold to the highest bidders.

The lots of the "second section" of the town, that part between Chestnut and Cranberry Streets, were sold to the highest bidders under the Act of March 20, 1811. This Act made the eastern sand Beach a public landing.

CHARTERED AS A BOROUGH

The "Borough of Erie" was chartered by act of the legislature of Pennsylvania dated March 29th, 1805. The boundaries were Parade, Twelfth and Chestnut Streets, and Lake Erie.

The charter provided for electing a Burgess, five Councilmen and a High Constable, annually, on the first Monday of May, the election to be held at the house of George Buehler "until a court house shall be erected, after which the elections shall be held therein." The Buehler house was located at the northeast corner of Third and French Streets. It was Commodore Perry's headquarters in 1803, and during the building of the fleet.

The first election for Borough Officers took place on May 5th, 1806, and resulted as follows: Burgess, John C. Wallace; Town Council, Judah Colt, Rufus S. Reed, George Buehler, Robert Hays, and George Shontz; Borough Constable, Robert Irwin.

The Burgess and Council took the oath of office, organized and held their first official session on May 7, 1806, and at that session appointed the following officers:

Town Clerk, James E. Herron; Street Commissioners, Thomas Forster, Esq., Wm. Wallace, Esq., and James Baird, Treasurer, Wm. Bell, Esq.

Ten days later, on May 17, 1806, the Council authorized the Burgess to advertise for proposals for taking the stumps out of French Street, from Second to Sixth Street. Second Street from French to Parade, and French Street from Second to Sixth appear to have been the leading streets of the town at this time. French Street from Second to Third Street was the business center.

TERRITORIAL EXPANSION

The act of April 8, 1833, extended the north line of the Boro to the north line of the water lots in the bay. The act of April 15, 1834, extended the northern boundary 1,300 feet farther into the bay. The act of April 10, 1848, fixed the boundaries at Ash, 18th, and Liberty Streets to the bay, "thence westwardly along the shore of the bay and around the head thereof, as far as the shore extends;

thence by a direct line across the western opening or channel to the western extremity or end of the island of Presque Isle; thence around the outside or northern shore of the island to eastern end or extremity thereof; thence by a direct line across the eastern channel to the shore of the lake, at and near the northeast corner of the sixty-acre reservation, called the Garrison Ground; thence along the eastern and southern boundary of said reservation to the north end of Ash Lane."

It will be noticed that this act refers to a western entrance to the harbor. This opening at the neck of the peninsula existed in varying widths from 1835 to 1864. It was at one time nearly a mile wide.

The act of 1848 divided the Borough into two wards, the east and west wards, with State Street the dividing line.

Erie became a City on April 14, 1851, and then commenced its government by a Mayor, Select and Common Councils which continued practically unchanged until December 1, 1913.

The first Mayor and Councils under the City charter of 1851 were: Mayor, Thomas G. Colt; Select Council, C. McSparren, Wm. M. Gallagher, F. Schneider, John Zimmerly, S. M. Carpenter, and A. W. Brewster. Common Council, James D. Dunlap, (President), Wilson King, James Skinner, Thomas Dillon, Samuel W. Keefer, Daniel G. Landon, Adam Acheson, L. Momeyer, O. D. Spafford, A. A. Craig, Prescott Metcalf and Josiah Kellog. From 1851 to 1859 the Mayor was ex-officio President of the Select Council. The City was divided into four wards by the act of March 17, 1859, with State and Eighth Streets the dividing lines.

BOROUGH OF SOUTH ERIE

A settlement known as Eagle Village existed 100 years ago in the vicinity of 26th and Peach Streets. It had a hotel and business houses, and was a stopping place in the early days, being at the junction of the Waterford Pike and Ridge Roads. A mile of dense forest separated the Borough of Erie from Eagle Village.

By 1866 this village had become generally known as "Federal Hill," and had extended several squares northerly.

On February 23, 1866, the district embraced by Eagle Village, and some adjoining territory was chartered as the "Borough of South Erie," the boundaries of this Boro were Parade, Cherry, 18th and 26th Streets. A Burgess and Council for South Erie were elected in 1866. The Boro organization continued four years, during which many streets were opened and graded, and Peach Street paved south to 26th Street. The first Council of South Erie was Samuel Low,—— Althof, Samuel Brown, Peter Loesch, and Val. Schultz; Borough Clerk, William F. Lutje. William Henry was Burgess of the Borough during its entire existence.

South Erie was annexed to the city under the act of February 25, 1870, which act divided the city into six wards and fixed the boundaries of the city,

and wards practically as they exist to-day, the only addition since that time being the six city blocks between 8th and 11th Streets from Cranberry Street to Weschler Avenue, which were annexed by ordinance of July 29, 1907, and Glenwood Park, though detached territory, was made part of the city by ordinance of Sept. 18, 1903.

The population of Erie in 1810 was 394, in 1820, 635; 1830, 1,465; 1840, 3,412; 1850, 5,858, 1860, 9,419; 1870, 19,646; 1880, 27,737; 1890, 40,634; 1900, 52,733; 1910, 66,525.

Municipal government by a single branch of Council, small in number of members, and popularly known as "Commission Government," went into operation in Erie on December 1st, 1913. Old conditions are now in process of adjustment to conform with the new.

The new plan of government though but six weeks old, is recognized generally as being thus far eminently successful.

The new Council is as follows: Hon. Wm. J. Stern, Mayor and President of the Council, and Superintendent of Department of Public Affairs; Cassius L. Baker, Esq., Superintendent of the Department of Accounts and Finance; John C. Dundon, Superintendent of the Department of Public Safety; Theodore Eichhorn, Superintendent of the Department of Streets and Public Improvements; Frank E. Pelow, Superintendent of the Department of Parks and Public Property; M. J. Henry, Clerk of Council.

THE WATER LOTS

The act of March 29, 1805, authorized the laying out and sale of the water lots along the bay front from Parade to Chestnut Streets. Those lots were laid out 33 feet in width by resolution of the Boro Council, on Nov. 7, 1807. Fourteen of the lots, Numbers 57 to 70 inclusive, were sold to the highest bidders at Buehler's hotel, Corner 3rd and French Streets, Nov. 15, 1807.

The act of April 2, 1868, authorized the city to extend the northern boundaries of the water lots of the First, Second and Third Sections of the city, west of the Canal Basin, as far into the bay as the northwest corner of the Canal Basin pier. The line was so extended by ordinance of March 18, 1869, and by the same ordinance all the streets from Parade to Cranberry Street inclusive which cross Second Street at right angles were extended the same distance into the bay. The act of March 29, 1805, authorized the Borough to extend the streets into the bay as far as deemed expedient.

For all practical purposes the Canal Basin pier (the old public dock) was deemed to be the harbor line, though never actually defined as such. The harbor line was definitely fixed by the Secretary of War Dec. 18, 1896, about 560 feet north of, and parallel with the Canal Basin pier, hence a space of about 560 feet exists between the old public dock and the harbor line, being about the length of the new State Street pier. This space is owned by the State, and the public

interests would be subserved by the city acquiring this water property and extending the streets to the new harbor line.

The owners of the outshore water lots ending at the Canal Basin pier are required by contract entered into in 1846, to pay the city six dollars per lot annually for the purpose of keeping the State Street Canal Basin bridge in repair.

The water lots now occupied by the Erie Yacht Club and eastward to 165 feet east of Myrtle Street are owned by the city. The water property lying between Parade Street and the south breakwater, from the bank of the lake to the sunken cribs, was ceded to the Borough by the act of March 29, 1849, and ten years later was conveyed by the city to the Sunbury & Erie (now P. & E.) Railroad under certain conditions, which the city authorities allege have not been complied with. Litigation is now pending to recover this property for the city.

The water lots between Chestnut and Cranberry Streets were laid out and sold under the act of January 23, 1838.

RE-SURVEY

Pursuant to resolution of the Boro Council of May 10, 1837, a re-survey of Erie was made in that year, and red cedar land marks placed at each street intersection (except on 12th and Front Streets). A map of this survey is on file in the City Engineer's office.

By city ordinance of June 23, 1851, all surveys thereafter made in the city must conform with the re-survey of 1837, and the ordinance requires the City Engineer to record in a book (which shall be the property of the city) all surveys so made of lots, etc., with dates of surveys and names of owners.

The re-survey of 1837 above referred to shows the western opening in the Peninsula, which was at one time intended to be utilized in making another navigable channel to the harbor. Mr. Brown, two years prior to making the survey of the Borough, had submitted plans for a western channel, but the project was finally abandoned as impracticable.

THE REED FAMILY

While the surveyors were at work laying out the town of Erie in 1795, a sail-boat came up the lake from Buffalo on the 30th of June or 1st of July. The boat was owned and operated by James Talmadge. It contained four passengers, Col. Seth Reed, a revolutionary soldier and founder of the Reed family whose business activities have been interwoven with the history of Erie for 100 years, his wife Hannah, and their two sons, Manning and Chas. J. Reed were the other passengers in the boat.

They landed on the peninsula, considering it more secure from Indians than the main land. They remained on the peninsula over night. Their camp fire was "viewed with alarm" from the camp of the surveyors and preparations were made to resist an Indian attack. When morning dawned, a boat-load of armed men, carrying a flag of truce and accompanied by a canoe-load of friendly Indians was sent over to ascertain the cause of alarm. They landed with caution, and found a white family who were, perhaps, more scared than themselves.

Col. Reed had come to stay, and at once set about erecting a one-story log cabin covered with bark, at the mouth of Millcreek, which he labeled "Presque Isle Hotel." This was the first residence erected by an American citizen in Erie county. Col. Reed was the great-grandfather of Ex-Mayor Hon. Chas. M. Reed. Two more sons, Rufus S. and George, arrived in September. Next year the Colonel erected a better building at the corner of Second and Parade Streets, which he placed in charge of Rufus S., and moved to the present site of Kearsarge, where he died in 1797. Chas. J. Reed and Rachel Miller's marriage on Dec. 27, 1797, was the first American wedding in Erie county.

While his brothers took to farming, Rufus S., the most prosperous and best known, had a special talent for business, and was extraordinarily successful. Commencing at Second and Parade Streets, he carried on an extensive trade with the Indians, the soldiers and settlers. He operated a line of boats on the lake, and had government contracts for furnishing the western forts with provisions.

Giles Sanford became associated with Mr. Reed in his mercantile branch. Reed & Sanford were the only merchants here during the war of 1812. In 1817-18, Reed erected a grist mill and distillery on Parade near Fifth Street. This building remained until about 30 years ago. Seven years later he built another distillery near the corner of 18th and Parade Streets. He died June 1, 1846, leaving the largest fortune in the lake shore region.

His only son, Gen. Chas. M. Reed, inherited his father's business abilities. He became the largest owner of steamboats on the lakes, some of which equalled in tonnage and magnificence those of the present day—notably the "James Madison," which was about the first to operate directly between Buffalo and Chicago. He died Dec. 18, 1871, aged nearly 69, and left a fortune estimated from 5 to 15 millions. He had several children, of whom only one survives, Hon. Chas. M. Reed, who was twice elected Mayor of Erie, in 1872 and 1873, and now lives in retirement. He has two sons living, Carl and Harrison.

THE REED HOUSE

Rufus S. Reed erected the "Mansion House" in 1826, a famous hotel for its time. It was destroyed by fire on Feb. 22, 1839. Mr. Reed then built the original "Reed House" on the site of the Mansion House. The Reed House was burned in March, 1864, was rebuilt, and again burned in 1872. The walls remained standing after the fire of 1872 and were, for the most part, utilized in the reconstructed building as it is to-day. When the Reed House had been rebuilt and refitted after the fire of 1864, it was considered the greatest hotel between New York and Chicago, and its glory has not departed. It is an up-to-date hotel to-day.

THE OLD CUSTOM HOUSE

The building on the east side of State Street between 4th and 5th Streets was erected in 1839 by the United States Bank, and was used as a branch of that institution. The adjoining building on the south was the home of the cashier.

When the parent bank failed in 1840 this branch went down with it. The bank building was purchased by the government for a custom house in 1849, for \$29,000. It is a substantial brick structure, faced with marble, with elaborate marble steps and columns. Its striking appearance suggests what one might expect to see in old Athens.

The post office occupied this building from 1853 to 1867, when it was removed to the southeast corner of 8th and State Streets. The present postoffice was erected in 1888. By permission of the government, the G. A. R. has now the use of the old custom house for a place of meeting.

THE LAND LIGHT HOUSE

After the Reed House and old custom house, perhaps the most enduring of Erie's landmarks, is the Land Light House tower. A light house was built near the present site in 1818 at a cost of \$3,000. It was replaced in 1858 by a new tower of Milwaukee brick, the foundation of which was defective, probably owing to quicksand. The structure commenced to settle and was taken down in a few years.



LAND LIGHT HOUSE, BUILT IN 1866

The shaft now standing was erected with Berea stone, in 1866, at a cost of \$33,000, and singular to say, it is built on a wooden foundation. An excavation 20 feet deep was made for this foundation. Eight courses of oak timber 12 inches square and 20 feet long were placed in the bottom, 6 feet of broken stone and Portland cement was placed over the timbers; on this, courses of stone 8 feet thick were laid in cement mortar.

The tower is 67 feet in height from the water table to the focal plane of the lens, and 127 feet above the water in the lake. The lantern used was made in Paris, and cost \$7,000. Its light was visable 17 miles

This light house was discontinued in 1880, and sold, with two acres of ground, for \$1,800. It was re-purchased and re-established a few years later, to be again

discontinued in a few more years. It stands to-day, like the "Pillar Towers of Ireland," a monument of the past.

A year ago it was acquired by the city, with about two acres of land, for park purposes.

STREAMS

A thick and tangled forest of hardwood and swamp timber originally covered the site of the city, divided into water sheds by many streams, which, though small in themselves, usually occupied deep channels, which, in the absence of rock, had cut into the soft ground before entering the lake. Many of those streams are now nameless, have been supplanted by city sewers, their gullies filled, and their existence forgotten. Following is a partial list: Millcreek, the largest of the streams, flows through the city from south to north. It originally crossed State Street between 16th and 17th Streets. Its channel continued northward a little west of the west line of State Street to 14th Street, thence down the center of State Street to a point north of 13th Street. Its most westerly point was at 15th Street, where the channel was within about 200 feet from Peach Street. The Central Market House stands on the site of the original channel of Mill Creek. In 1870 the channel was changed to its present location. Mill Creek water power was extensively used for many years, terminating about 25 years ago, when the city paid \$6,000 to have it discontinued at the Crouch Mill on East 8th Street. A sawmill was erected at the mouth of the creek in 1795, just before the building of the block houses, and before the first permanent residence was erected. This mill, in all probability, gave the creek the name it now bears.

That Mill Creek was a stream of considerable importance at the time is evidenced by the Act of 1795, reserving to the State "the mill sites on the creek running near the ruins of the Old French Fort." Forty-four acres and 129 perches being so reserved. The first landing place for vessels was at the mouth of this creek, but it apparently was not long used for the purpose because in 1813 we find upon Perry's return with his victorious fleet and captured vessels that he landed at the foot of French Street. Mill Creek was called "Harbor Creek" in the Act of 1792.

Ichabod Run was a tributary of Mill Creek. It flowed from west to east and entered Mill Creek between 16th and 17th Streets. This stream at one time furnished water power sufficient for a brewery, distillery and woolen factory. It now finds a home in the more or less placid waters of 17th Street sewer. Cascade Run enters the bay near Cascade Street. It once contained a beautiful waterfall where it tumbled over the rocks at the bank of the lake. This waterfall or cascade, was destroyed in constructing the E. & P. docks.

Three of Perry's vessels, the Lawrence, Niagara and Ariel were built at the mouth of Cascade Run. The Porcupine, Tigress and Scorpion were built at the mouth of Lee's Run, near Sassafras Street, where a navy yard existed up to 1825.

Lee's Run became the bed of the canal, and is now the site of the canal sewer, built in 1872-3.

Two streams existed in Perry Square, as described under the head "Parks." Those streams formed a junction at the north end of the Park, east of State Street, and continued between high banks to the bay. Two small creeks existed between Myrtle and Walnut Streets, and another emptied into the bay at the foot of Plum Street.

A creek commenced at 6th Street about 100 feet east of French, and flowed northeast, crossing Holland 100 feet south of 5th, and 5th Street 200 feet east of Holland, crossing German midway between 4th and 5th Streets, thence diverging southward, crossing 5th and German Streets diagonally from the northeast to the southwest corner, curving to the east it crossed German Street for the third time 100 feet north of 6th Street and there entered Mill Creek.

Garrison Run and Light House Run on the east side empty into the open lake, all the other streams into the bay. Parts of Garrison and Light House Runs have been turned into sewers or covered, but for the most part they are still open streams. Garrison Run originally emptied into the bay.

PARKS

As before stated, three public parks of five acres each, were laid out in the original survey, along the line of Sixth Street, one mile apart, in the center of the inlots of each of the first, second and third sections of the town, at the points where Sixth Street was intersected by State, Liberty and Republican Streets.

It may have been a coincidence and it may have been a desire to select the land of least value that prompted the surveyors to locate all three of those parks in deep gullies. About one-half of the area of Perry Square was in ravines, and the channels of two creeks flowed through them. The westerly creek of Perry Square ran between high banks from the corner of 7th and Peach Streets diagonally through the sites of the City Hall and the Park Presbyterian Church (those

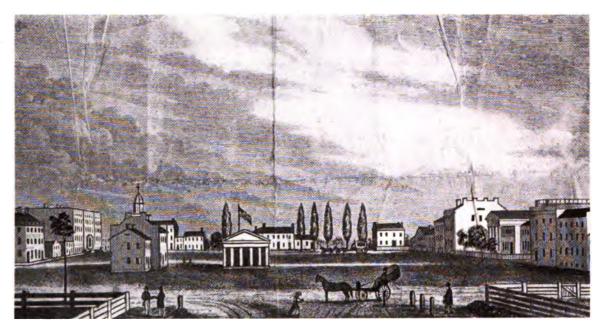
lots being mainly in the bed of the creek); thence northeastwardly through the west park, crossing State Street just north of Sixth Street and entering East Park near its northwest corner, where it was joined by a tributary that came down from Seventh Street and passed under the sites of the Baker building and the post office, about 50 feet east of and parallel with State Street, continuing in a direct line to North Park Row, where it emptied into the westerly creek, the united waters continuing to the bay, through the site of the new Hamot Hospital addition. This ravine was spanned by a foot bridge at Perry Square, and by



WAYNE MONUMENT, PERRY SQUARE

a long wooden bridge for vehicles at Second Street. Perry Square was cleared of forest trees in 1808, and replanted with shade trees in 1846, many of which still remain. At a public meeting, held in June of the same year in front of the Reed House to celebrate the event, the Park was named "Perry Square." The name does not appear to have clung very tenaciously, because it was later known as the "Diamond." On June 19, 1887, it was by ordinance named "Central Park," and on Dec. 26, 1911, it was changed by ordinance to "Perry Square," the name given it 66 years previously.

This park was the circus ground of the early days, and the chosen spot for many public meetings. It was handsomely fenced in 1866. The fence was removed in 1881, and the walks laid with asphalt that or the next year. The first fountains were placed in the park in 1868 at a cost of \$3,237.98, the drinking



PERRY SQUARE, ERIE. AS IT WAS IN 1838 REPRODUCED FROM AN OLD NEWSPAPER ILLUSTRATION

fountain at the southeast corner of West Park was contributed by Geo. D. Selden, in 1883. The Soldiers and Sailors Monument was erected in 1872 by a society of ladies at a cost of \$10,000, and \$500 for the foundation which was paid by the city. A music pavilion was erected in East Park, under the patronage of Wm. J. Sell, and was extensively used for band concerts. It was removed from there to the Soldiers & Sailors Home grounds in 1886.

The monument to Eben Brewer on the south side of East Park was erected by the Postmasters' Association, Mr. Brewer having been the first American Postmaster of Cuba. The Wayne Monument on the southwest corner of East Park was erected by the Daughters of the American Revolution in 1902.

Cascade Park, at Sixth and Liberty Streets was originally another hole in the ground, the sewering and filling of its ravine being of such recent date as to be remembered by most of the present generation. It is now a handsome park and is adorned by a monument to Capt. Gridley, the hero of Manilla Bay, which was erected in 1913.

The Third Section Park, at Sixth and Republican Streets, as laid out in 1795, and vacated in 1833, is at the junction of two streams on the frontier farm just half a mile west of Cranberry Street. Its topography is similar to its sister parks at Liberty and State Streets, one and two miles eastward as they originally existed. Upon recommendation of Hon. John C. Brady, Mayor, Lakeside Park was laid out in 1888 by John L. Cully, Landscape Engineer. This Park embraces part of the original Front Street.

Glenwood Park.—Twenty-two years ago, Hon. J. F. Downing and others formed the Erie Public Park Association, for the philanthropic purpose of acquiring land for a public park, and improving it so far as private contributions might warrant, with the intention as soon as paid for, to convey it free to the city.

On June 17, 1901, Messrs. J. F. Downing, President, and Frederick Brevillier, Secretary, in behalf of the Board of Directors of the Association, communicated to the City Councils that the purchase price of the land was \$25,439.25, and something over \$5,000 had been expended in improvements, making a total outlay of over \$30,000. They stated that a part of the purchase money remained unpaid, and efforts to raise sufficient to pay it off were futile, etc. After due consideration, the city acquired the land for \$16,000. About 2 acres was later purchased from John S. Rilling for \$973.00. One hundred thousand dollars would not be an extravagant estimate of the value of this land to-day. The property lies between the lines of Sassafras and Cherry Streets extended. Its north line is about 500 yards south of the south line of the city. It was formally annexed to the city by ordinance of September 18, 1903.

This piece of property is susceptible of great possibilities for park purposes, with its natural forest, large stream of clear water, swimming pool partly completed, etc. It contains about 114 acres.

West Tenth Street Boulevard was laid out by ordinances of March 24, 1899, and March 23, 1909, and Liberty Street Boulevard by ordinance of March 23, 1909.

The Washington Street Boulevard was placed under the superintendence of the Board of Park Commissioners by ordinance of March 23, 1909.

The question of acquiring land and laying out parks on the east side of the city has been under consideration for a year or more, but the project has not yet emerged from the realms of discussion.

The Land Light House property on the bluff near the east line of the city was accepted by the city from the U. S. government for park purposes May 18, 1912.

COURT HOUSES

By act of April 2, 1803, George Buehler's hotel, northeast corner of Third and French Streets, was designated the first place for holding court. (This was also the first place for holding elections.) The Log Jail at the southwest corner of Second and Holland Streets, erected in 1803 or 1804, was the next place at which court was held, and later at Conrad Brown's building, opposite Buehler's, which was used for the purpose up to 1808, when the first regular Court House was erected in West Perry Square. This Court House, with all the county records, was destroyed by fire on March 23, 1823. It was rebuilt on the same site in 1825. Court in the meantime having been held in the Erie Academy building. The bell which hung in the cupola of this Court House from 1825 to 1854, was a trophy of war, having belonged to the British ship Detroit, or the Queen Charlotte, both of which were captured in the battle of Lake Erie. This bell is now suspended in the main corridor of the City Hall.

The present Court House was completed in 1855. It may be of interest to know that the brick for this Court House was bought for about \$3.62, and the rough lumber for \$5 per 1,000.



ERIE MARKET HOUSE, PERRY SQUARE, WEST ERECTED IN 1838 AND REMAINING UNTIL 1866

MARKETS

A Market House was erected in West Perry Square in 1814, and another in 1838, the latter remained until 1866, for the succeeding 29 years Erie had no market house. During this time a street market was held on the east side of State Street from the Park southerly, sometimes extending as far as the railroad

bridge. An additional street market was held on Parade Street during the last few years of the street market. In 1895 a general protest went forth against the continuance of the street market, with its attendant hardships in bad weather, and the people clamored for a market house. They got four. They were erected in 1895, two of the four are now in operation at 16th and State, and 10th and Parade Streets, the other two were at the corners of 4th and State, and 12th and Parade Streets. They were discontinued after a few years' experiment and the buildings devoted to other uses.

A Hay and Wood Market has been maintained by the municipality for about 100 years, separate and apart from the meat and vegetable market. Its present location is on the north side of 18th Street between German and Parade Streets.

LIFE SAVING STATION

The first Life Saving Station at Erie was established in 1876 on the north shore of the Peninsula, three miles by water line from the present station at the west end of the channel. The former location proved to be unsuitable on account of the difficulty in launching a boat during a storm, and because most of the wrecks occurred in trying to reach the channel to the harbor. It was removed to the present location in 1878. Many people among us to-day owe their lives to the heroic efforts of the life savers of this station.

WATER WORKS

Prior to 1840 Erie depended for its water supply upon wells and cisterns, and hauling water from the bay in dry seasons "when the well went dry." In 1841 the Borough built a pump log gravity water works system in State and some other streets. The supply was obtained from a spring in the vicinity of 20th and Parade Streets. It was successful, and answered the needs of its time fairly well. About 20 years ago the writer saw one of those water logs dug up at Seventh and State Streets in making a sewer excavation. It was in a good state of preservation. The present water works were erected in pursuant to the acts of 1867-8, and commenced furnishing water in 1868 or 1869. The Reservoir was built in 1874. The original cost of the water works to the city was \$675,000, in 7% bonds, and something over \$10,000 additional which was paid for land for the Reservoir.

LAFAYETTE'S VISIT-SECOND STREET BRIDGE

General Lafayette, who contributed so much to the success of the Revolutionary war, and the surrender of Cornwallis in 1781, visited Erie 44 years afterwards, in 1825, and was entertained at a banquet spread on tables on Second Street bridge, over the ravine between State and French Streets, which was for that purpose covered with the sails captured from the British at the Battle of Lake Erie.

This wooden bridge was 174 feet 9 inches long. The length of the bridge conveys an idea of the width of this ravine, which at that time extended south

through and beyond, Perry Square. The bridge was built during the winter of 1802-3, about 3 years before Erie was incorporated as a Borough, at a cost of \$184.75. The contract for its erection contained a stipulation that during the progress of the work the contractors must be furnished with "store goods" and "beef, pork, flour and whiskey at market prices," to apply on the contract.

The ravine above referred to seems to have been the impassible barrier that held the business center from reaching State Street, and made French Street from Second to Sixth, the mart of trade for half a century.

SWAMPS

There were originally two large swamps in the southern part of the Second and Third wards, each covering an area of more than 100 acres. One was from 300 feet east of Walnut Street to a like distance west of Raspberry Street. Between Walnut and Poplar Streets, it extended from 14th to 17th Streets. Between Poplar and Plum Streets its width was from 13th to 17th Streets, widening as it extended westerly until a little west of Cascade Street, where it spread over the territory from 12th to 19th Streets. This swamp was the source of Ichabod Run, which emptied into Mill Creek between 16th and 17th Streets. This Run, at one time furnished power to operate machinery. It was turned into 17th Street main sewer in 1874, which sewer drained the swamp. The other swamp extended from a little west of Holland Street to a point near East Avenue and from 14th to 17th Streets, widening at Wayne Street so as to cover the six blocks from 12th to 18th. To avoid this swamp may account for the jog in 18th Street east of Perry Street—under drainage has eliminated this piece of mosquito producing territory.

SUMMER RESORTS

The bay and peninsula of Presque Isle and the south shore of Lake Erie for a dozen miles or more east and west of the city, offer attractions a plenty for summer outings and summer homes. Thousands avail themselves, yearly, of the advantages here afforded to get a breathing place away from the noise and rush and heat and dust of the cities, and to commune with nature, in its primitive form, along those rock-bound shores where the natural forest combines with the beaches of drifting sand and polished pebbles, stretching, curved and ribbon-like, along the edge of the blue historic waters of Erie's Lake, and with the never-ending swish of the waves as they break upon the beach, lulling the tired brain to repose, and, for the nonce, causing it to forget the unending strife, whether it be for bread or for gold, that goes to make up so large a part of human endeavor. A summer habitation where the worry of stocks and bonds and mart and mill gives way to the restful contemplation of boating, fishing, bathing, swimming, and where you become as little children again, playing in the sand. This is relaxation that money cannot buy, nor luxury impart, to life in the cities.

Who has ever seen and not enjoyed the long line of bonfires along the beach west of Waldameer. Those fires are usually made from drift wood washed ashore

the previous winter. Pay a nickel car fare and go to Waldameer beach during, say, an evening in July; feast your eyes upon a sunset on the lake, where old Sol appears to sink into the water, and when the shades of eve have fallen and the twilight disappeared, cast a glance westward and behold the beach fires blaze in refulgent glow, surrounded by the happy cottagers who for the time being are cast in a world of their own choosing. The scene will carry you back in fancy to the camp fires of the Massassauga's who peopled that locality 150 years ago.

But remember, when the summer fires are lit,
And in our happy Sand Beach home we sit,
That other fires were here, ere ours had shone,
And sank to ashes years and years agone.
To other eyes long since perchance was given
Through the same sapphire arch a glimpse of heaven;
And here have throbbed, with all the bliss of ours,
Hearts that have mouldered upward into flowers.

Grove House Park, at the mouth of the Four Mile Creek, is another popular summer resort, and a worthy competitor of Waldameer for public patronage.

The sloop "Washington" the first large vessel built on the south shore of Lake Erie was constructed at the mouth of the Four Mile Creek, in 1797-8.

Glenwood Park, about a quarter of a mile from the south city limits, is largely a natural forest with a creek of clear water flowing through it. Its proximity to the city makes it a valuable pleasure resort.

The Erie harbor and peninsula ponds are well known fishing grounds. The ponds will soon be converted into spawning grounds, and extensive fish hatcheries will be erected.

The list of pleasure resorts would be incomplete without including the Sol-

diers Home grounds. This is a charming place to visit, and it is in the city right at our doors.

PERRY'S VICTORY

When war was declared with England in 1812, Erie expected an invasion. Its citizens organized into a company of minute men, constructed and garrisoned a block house on the garrison grounds. In Erie Perry's fleet was built, equipped and manned with unparallelled celerity that won the battle of Lake Erie. From here the fleet sailed for action, and to here returned with the captured squadron of the enemy, landing at the foot of French Street, Oct. 23, 1813, amid the booming of cannon and the wildest demonstrations of joy.



COMMODORE OLIVER HAZARD PERRY

Perry's victory has been so fully and so ably described in the publications incident to the Erie Centennial Celebration of the anniversary of the battle in 1813, that all who cared to know are familiar with the facts, and an extended narrative of the event is not deemed necessary in this place at this time. The cover design of this book is a sketch of the Niagara in Erie Harbor, after having been restored just prior to the Centennial Celebration, July, 1913.

STREET PASSENGER RAILWAYS

In 1867-8, and some time before those years, William Loesch operated a line of omnibuses for carrying passengers from



DANIRI, DORRINS

lower State Street to Federal Hill (26th and Peach Streets) on a ten-cent fare. The business was reasonably successful, especially on picnic days at "Cochran's Grove," the popular grove of that day, which occupied the site of the reservoir and many acres additional. The Loesch omnibuses, the Reed House bus and four hacks constituted the Street Passenger Service of 1867.

The Eric City Passenger Railway Company was chartered March 1, 1867, and commenced running horse cars in 1868 on a track made of wooden stringers on which were nailed thin strips of iron for a wearing surface. The first, and only, line for 11 years was on Second Street from Holland to State and up State, Turnpike and Peach to 26th Street. The Second Street line was soon abandoned. The authorized fare was 7 cents. It was reduced to 5 cents. The names of the charter members and the original charter are contained in the City Digest of 1896, pages 561-4. Of the 84 charter members, only five survive, viz.: John Gensheimer, A. P. Burton, Frank Schlaudecker, E. E. Sturznickel and Fred. Gingenbach. The first extension of the horse car railway was, by resolution in 1879, when authority was given to lay a track from Second on State Street to the public dock. Except otherwise stated, all the franchises for extensions were granted by ordinances, and in chronological order are as follows:

In 1882, West 18th Street from Peach to Cascade Street. This line does not appear to have been laid until two years later, because it is included in the franchise for other lines in 1884. In 1883 for the lines on 8th Street from State to Raspberry Street; 11th Street, State to Parade, thence on Parade to 14th and on 14th to Wallace Street. The 14th Street line was not then built. A second track (by resolution) on State Street from North Park Row to Second Street. In 1884,

a second track on State and Turnpike Streets from North Park Row to Union Depot, and a single track on 18th Street from Peach to Cascade Street.

In 1885 to extend 11th Street line from Parade Street to P. & E. R. R., and ordering Parade Street line from 11th to 14th Street removed or extended to 26th Street. It was not so extended. In 1886, State Street, from Turnpike to 18th Street, and on 18th Street and Buffalo Road from Peach Street to East Avenue.

This was the extent of the horse car system, when in 1888, the Erie Electric Motor Company took over the lines of the Erie City Passenger Ry. Co., and was granted the franchise to operate the cars by electricity, limiting the fare to 5 cents.

The subsequent franchises for additional extensions, are as follows:

In 1888, 4th Street, State to Cascade Street; North Park Row, State to French, thence to 6th, and on 6th Street to P. & E. R. R., and on State from Turnpike to 18th Street.

In 1891, 6th Street, P. & E. R. R. to East Avenue; 11th Street from P. & E. R. R. to Pennsylvania Avenue; 26th Street from Peach to Liberty Street; French Street from 18th to 26th Street, on 26th to Ash and on Ash to 25th Street; 12th Street from State to Cranberry Street; Peach Street from 12th to Turnpike Street.

In 1893, East Avenue from 11th to 12th Street; thence east on 12th Street to city limits (part of this line was laid at the time and afterwards removed. After litigation as to alleged forfeiture the franchise was declared to be valid, and the line was relaid in 1912-13); Peach Street from 26th Street to city limits; Buffalo Road from East Avenue to city limits.

In 1898 Lake Road and Atkins Street from East Avenue to city limits; East Avenue from Lake Road to Atkins Street; 26th Street from Liberty Street to Cranberry Street.

In 1901, a double track on Peach Street from 12th Street to south line of the city.

In 1902-3, the Buffalo Road viaduct near East Avenue was built by the city, the Pennsylvania R. R. Co. contributing \$20,000, and the Erie Electric Motor Co. \$15,000 towards its construction.

In 1903, Parade Street, 6th to 4th Street, and 4th Street from Parade to State Street. A double track on Parade Street from 6th to 14th Street; a single track on 14th Street from Parade to Ash Street; thence south on Ash to 19th Street; east on 19th to Wayne Street; south on Wayne to 23rd Street; east on 23rd Street to Pennsylvania Avenue; south on Pennsylvania Avenue to 25th Street.

In 1904 a second track on 12th Street west to city limits; single track on 18th Street from Cascade to Cranberry Street; 19th Street from Wayne Street to Buffalo Road. A line was also authorized on 25th Street from Ash Street to Pennsylvania Avenue, conditioned on granting 6 tickets for a quarter, and three-cent fares for workingmen between 6 and 7 a. m. and 5 and 7 p. m. This line was not built.

In 1905, a second track on 26th Street from Peach to Cranberry Streets.

In 1898, a franchise was granted to the Erie Transit (now Traction) Company (Cambridge Line) to bring its line in Hazle, 29th, Myrtle and 15th to State Street, and on 16th Street from Sassafras Street to Myrtle, and north on Sassafras to 15th Street. The line was built north as far as 19th Street and after being operated a few years the franchise was forfeited by reason of non-compliance with its conditions. This franchise contained a provision for payment to the city of a percentage of the gross receipts, which would amount to $3\frac{C}{C}$ annually after 1912.

The Erie Rapid Transit Street Ry. Co. (North East Line) was granted a franchise in 1898 for a track on Buffalo Road west to Elm Street; on Elm to 21st Street, west on 21st to Warfel Avenue, south to corner 23rd and Pennsylvania Avenue, crossing P. & E. R. R. above grade, west on 23rd to East Avenue, north to 21st, west to Parade, north to 16th, west to French, north to 14th, west to Sassafras, north to 12th, East to Peach, north to 7th, east to Parade, south to 23rd, and on 16th French to Cherry, south to Brown's Avenue and west to city limits. This franchise was surrendered by the company in 1902.

The Conneaut line never obtained a franchise from the city.

At the present time those three suburban lines have no franchise in the city from the municipal authorities. The line to the Four Mile Creek was built in 1898, and to the General Electric in 1912.

The Waldameer line was built in 1889-90 to Massassauga Point, the track down to the beach at Massassauga was abandoned in 1900 and Waldameer connected with the Lake Road Line instead. The Buffalo & Lake Erie Traction Company acquired the franchises of the Erie Electric Motor Company in 1906.

A double track on 11th Street between State and French Streets, granted by resolution in 1908 is the only franchise granted to the Buffalo & Lake Erie Traction Co. by the City since it acquired the city lines.

DISTRICTS HAVING LOCAL NAMES

Suburban settlements which had adopted local names and which have been absorbed by the city are Cloughsburg at 6th and Parade Streets, (the oldest two highways in Erie), Stumptown, between Peach and Sassafras near the lake, where cabins were built for soldiers during the cold winter of 1814. Jerusalem was west of Sassafras and north of 6th Street. Kingtown extended from Wayne Street to East Avenue, north of 5th Street. Marvintown at 28th and Parade Streets.

Federal Hill, and Eagle Village, at 26th and Peach Streets, South Erie, from Parade to Cherry, and 18th to 26th Streets.

THE CITY HALL

The cornerstone of the City Hall was laid July 31, 1884. Its first floor and basement were first occupied for municipal offices in April, 1889. The second story was completed, occupied and formally dedicated February 22, 1895. The third floor is unfinished.

FINANCIAL PANICS

In 1836 Eastern capitalists and speculators interpreted the passage of the Canal and U. S. Bank Bills as the forerunner of a great boom for Erie. Presumably acting on that asumption they invested largely in the little Borough (which then contained about 3,000 inhabitants). Real estate sales in Erie in February, 1836, exceeded a million dollars. A piece of ground that was purchased for \$10,000 in February, was sold in March for \$50,000. Values were enormously inflated. The sales of lots for one week in March, 1836, amounted to more than \$1,500,000.00. Confidence continued for a while. A complete collapse came with the failure of the U. S. Bank in 1840. The re-action was deplorable. From affluence came poverty and woe. This may have been the period when Erie received the appellation of "Sleepy Borough."

The panic of 1873 is remembered with regret by many of our citizens. It also followed a period of speculation in real estate here, as elsewhere. The speculation in Erie was largely, but not wholly, confined to suburban districts. It did not materially affect State Street property. When the bubble burst in the autumn of that year the losses were correspondingly greater in the outlying territory.

Early in the summer of 1873, the contract was let for the paving of Parade Street with Medina dressed stone—the ideal pavement of that period. This pavement cost the abutting property \$8.24 per foot front, and by the time the assessment was made the panic was at its height. Financial embarassment resulted to many of the property owners. Fifty per cent. of the assessments was refunded by allowance of $12\frac{1}{2}$ cents per foot front on the annual taxes thereafter until the amount of the abatement equalled 50% of the assessment. This was the practice on all paving at that time. It took 33 years to complete the refunding of 50% of the Parade Street assessment.

The affect of the panic of 1873, which was long drawn out, is reflected on the assessment for city taxation of succeeding years.

The city assessment of 1874, which was made in the summer of 1873—just before the panic—amounted to \$16,789,333.00; the assessment of 1877—(the next triennial)—was \$13,174,237.00; assessment of 1880 was \$11,518,917.00; 1883 was \$13,095,297.00; 1886 was \$13,340,825.00; 1889 was \$14,092,566.00; 1892 was \$15,371,964.00; 1895 was \$17,424,774.00, showing that 21 years had elapsed before the city assessment again reached the figures of 1874.

The panic of 1893 was not so severe nor long continued, as the one of 20 years previous. Its duration was about three years.

In 1907 was recorded another panic, which, let us indulge the hope, will terminate the visitations of that character. It was milder and shorter than its sister of 14 years before.

BLOCK HOUSES

During the French and Indian wars of 150 years ago, block houses were the white man's standard frontier fortifications. The Indians not having been possessed of artillery, their musket balls could not penetrate through the heavy timber walls of the block houses. Coming down to later years when Indians



WAYNE PARK, SOLDIERS HOME GROUNDS, ERIE

ceased to be a disturbing element, the block houses were continued, probably for economical reasons, wood being plenty and masonry scarce. The plan of construction with the floor of the second story projecting over and beyond the walls of the first, is well illustrated in the Wayne Monument on the Soldiers Home Grounds, which is a miniature block house.

There seems to have been five block houses in Erie built for defense. The first was

the French fort on the east side of Parade near Front Street, built in 1753, at which the battle of Presque Isle was fought ten years later.

Two block houses were built on Garrison Hill in 1795-6 (Anthony Wayne died in one of those block houses Dec. 15th, 1796). The United States maintained a garrison on this hill until about 1806. A block house seems to have existed on the point of the Peninsula for protection of the entrance to the harbor, but the date of its erection is uncertain. Benjamin Whitman's History of Erie County in describing the events which led up to the military protection of Erie during the building of Perry's fleet, says that "The old American block house of 1795, which had nearly gone to ruins, was hurriedly restored, as was also the one at the point of the peninsula."

According to the same history, a block house was erected on the bluff near the foot of Cascade Street to protect the building of the Lawrence, Niagara and Ariel in 1813, and Redoubts were constructed on the bluff near the foot of Sassafras Street above the navy yard where the gunboats lay upon their stocks. At

the same time Redoubts were constructed on Garrison Hill and Land Light House Hill, and cannon mounted upon them—2 twelve-pounders on Light House Hill and 4 field pieces on Garrison Hill. The block house which was reconstructed on Garrison Hill in 1813 remained until 1853, when it was burned.

ANTHONY WAYNE

General Anthony Wayne, the hero of Stony Point, died in a block house on Garrison Hill, Dec. 15th, 1796, and was, by his own request, buried under the flagstaff, where his body remained until 1809, when it was exhumed by his son, Colonel Wayne, and Dr. Wallace, the General's physician, and the bones removed to his former home near Philadelphia. A portion of the remains were returned

to the coffin in the original grave, where they remained until discovered by Dr. Germer in 1879, about 200 feet southwest of the present block house. Portions of the lid of the coffin were found, on which the following inscription appears, the letters being formed with copper headed nails, viz.: "A. W.—O B, Dec. 15, 1796." Those relics may now be seen at the Block House Monument. Two case knives and a few bones were also found in the grave.

The present block house was built in 1880, not for defense, but as a monument to General Wayne, in order to fittingly mark the spot at which was closed his earthly career, than which none was more brilliant in the annals of American history.



GENERAL ANTHONY WAYNE

THE SOLDIERS AND SAILORS HOME

The "Marine Hospital" was erected on the Garrison Grounds. The cornerstone was laid July 4, 1868, and was the occasion of a demonstration long to be remembered, both for its magnitude and its discomforts. There had been no rain for six weeks previous, and the heat and dust of the unpaved streets were terrible. The hospital building, which had never been put to practical use as such, was the nucleus, and constitutes the main portion of the Soldiers and Sailors Home, to which purpose it was converted by the Act of 1885. It was opened for inmates February 22, 1886, with elaborate ceremonies. Addresses were made by Governor Pattison, General Gobin, Judge Galbraith, Judge Souther, Hon. James R. Burns, Gen. Louis Wagner, Hon. I. B. Brown, Senator (now Judge) Walling, and Hon. J. F. Downing. It has a capacity for 650 inmates. The dining room is 44 x 100 feet, seating 500 at table.

There are 107 acres of land connected with the institution, about half on the bluff, and half on the flats, the latter being mainly used for farming.

No more appropriate place could have been chosen by the Commonwealth as a home for her defenders, for it has echoed the tramp of armed men for nearly two centuries. The grounds are most picturesque, and their commanding position afford a magnificent view of the harbor and lake.

Aside from its wealth of history the place is a beauty spot that is a real pleasure to ramble over. The old Garrison Ground that was designed for war has become the home of peace.

THE GARRISON GROUND

When the town of Erie was surveyed and plotted in 1795, a many angled, peculiar shaped, reservation of 60 acres, half on the bluff and half on the flats,



PENNSYLVANIA SOLDIERS AND SAILORS HOME

was set apart for fortifications, in the most commanding position for protection of the entrance to the harbor. The acreage of the reservation has since been reduced by erosion at the northwest point, but the loss has been more than counter-balanced by accretion on the northeast. It constitutes today nearly, but not all, of the grounds belonging to the Soldiers and Sailors Home.

That the importance of these grounds, and west to Parade Street, for the purpose of defense was appreciated not only by the Americans, but by the French and English, is evidenced by their confining all their military operations of the district to this particular place.

The building of the French fort on the bluff near Parade Street, in 1753, instead of on Garrison Hill, may have been for the double purpose of commanding the landing place at the mouth of Mill Creek, and the channel to the harbor which followed the shore line of the beach, and was much nearer the bluff and apparently further west than the present channel and therefore more convenient to Parade Street.

The map of 1795 shows the northwestern point of the sand beach to be less than 200 feet east of Wallace Street extended, or about 300 feet further west than it is to-day, at the same distance north of, and parallel with, the bluff.

That part of the city between Parade and Wayne Streets, north of 5th Street, is a spot entwined with history—French, English, Indian and American history.

Here the first land was cleared in Erie County. Here was the first white settlement, Presque Isle Village, in 1753. Here block houses were erected in 1753. 1796 and 1813. Here a permanent French Garrison was maintained from 1753 to 1759, an English Garrison from 1760 to 1763, and again in 1785, and for some time previous, and an American Garrison from 1795 to 1806, also in 1812-13. Here events followed each other in rapid succession. Here was France's and later England's cherished frontier fort, and the last to be abandoned. Here was the western terminus of the portage road that connected the lake with the rivers in a line of water communication that extended to the Mississippi at a time when a railroad or a telegraph line had not assumed the magnitude of a dream. Here contended the then two most martial nations on the globe for the mastery of a continent. Here on this spot, took place the hard-fought two-days battle of Presque Isle in 1763, when the Pontiac Conspiracy burst forth with such celerity of movement and terrible execution. Here in 1785 an English garrison was entrenched in violation of the treaty of two years before. Here was the objective point when the Indian Council at Buffalo Creek on July 4, 1794, resolved to prevent by force the settlement of Presque Isle by Americans.

Coming down to American days—Here was erected the first dwelling house in Erie County by an American citizen. Here ended the brilliant life of General Anthony Wayne. Here his remains lay buried for 13 years. Here the town of Erie was begun. Here at the mouth of Mill Creek was the first real estate and Justice of the Peace office, located in a tent, kept by Thos. Rees, the first permanent settler, and while there in 1795, a French exile happened along and was entertained by Mr. Rees in his tent. The exile was the Duke de Chartres, who subsequently became Louis Phillippe King of France.

This place was the camping ground of the Pennsylvania militia in the war of 1812-13. Here in 1813, while the British fleet was drawn up in front of the harbor intent on destroying Perry's vessels, then under construction, and at a time when "Brittannia ruled the waves" on ocean and lake, 2,500 soldiers were encamped on these grounds. They had cannon mounted and such military strength developed as to forbode disaster to an enemy attempting to enter the harbor. The show of strength had the desired effect. Entering the harbor was not attempted.

The historical associations that cluster around this spot have never been fully appreciated by our citizens. The history made on this piece of ground would fill a large volume, and it would make interesting reading for the honored veterans who have made their home upon this famous battle ground.

After the war of 1812-15, and all danger of attack by lake had ended, the Garrison ground became a commons. A contagious disease hospital existed there for many years, ending in 1886, when the Soldiers and Sailors Home was established.

BURIED TREASURE

Whether it was the sudden abandonment of the village of Presque Isle in 1757 or 1758, or the hasty avacuation of the French fort in 1759, or other causes that formed a basis for the belief that buried treasure existed on the Garrison Grounds is not now known, but that such an impression was entertained was evidenced by many excavations there made about 45 to 50 years ago. It was then claimed and with a good deal of persistence that a large sum of money was found there by one of the diggers, but the claim has not been verified.

CHARLES VERNON GRIDLEY

Captain Charles Vernon Gridley, born in Logansport, Ind., Nov. 24, 1844, was for many years and up to the time of his death prominently identified with Erie professionally and socially.

He entered the Naval Academy in 1859, leaving there in his third year to participate actively in the naval operations of his country in the Civil War as Acting Ensign. He served with distinction under Admiral Farragut in the battle of Mobile Bay in which action his conduct as reported by his superior officers was "beyond all praise."



CAPTAIN CHARLES VERNON GRIDLEY

On May 1, 1872, he was married to Harriet Francis Vincent, daughter of the late Judge John P. Vincent, of this city.

The most memorable event in his career occurred on May 1, 1898, when, as Captain of the Olympia, Admiral Dewey's flagship, he led the American squadron which engaged and defeated the Spanish fleet in Manila Bay.

His death occurred as an indirect result of the battle one month later at Kobe, Japan, while he was enroute home on sick leave.

In recognition of his services to his country his fellow citizens have erected a fitting memorial shaft to his memory, which stands in Cascade Park, Erie.

ODDS AND ENDS OF HISTORY

The steamboat "Erie," built at the foot of French Street, in 1837, was burned on Lake Erie off Silver Creek in 1841; 249 lives were lost, 26 of whom were residents of Erie.

In 1813, there was a good roadway along the beach at the foot of the bluff from State to Cascade Street.

St. Joseph's Orphan Asylum was founded in 1865.

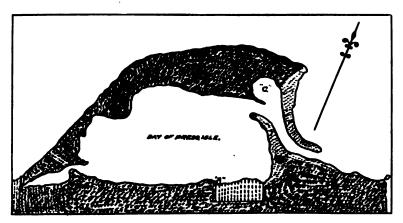
The United States steamer "Michigan" (now Wolverine) was brought to Erie in sections from Pittsburgh. It was launched at Erie, Nov. 9th, 1843, and went into service August 15th, 1844. It is now believed to be the oldest iron-clad vessel in the world.

St. Vincent's Hospital was opened for patients in 1876, and the Hamot Hospital in 1881.

The Erie Academy was chartered in 1817. It was used as a Court House from 1823 to 1825.

The Home for the Friendless was founded in 1871.

Erie City and County sent four regiments into action in the war of the Rebellion, and the record of the bravery, losses, sufferings and achievements of those heroic men will not suffer in comparison, with any in the land.

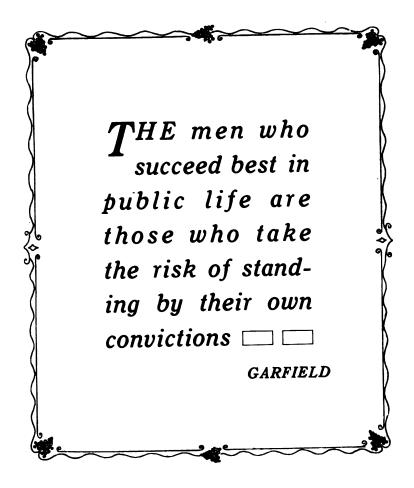


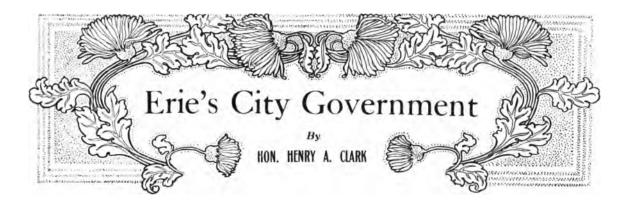
"A"—U. S. NAVY YARD, STOREHOUSE AND WHARF. "B"—STORE-HOUSE "C"—MISERY BAY. "D"—LIGHT-HOUSE

THIS CRUDE MAP OF PRESQUE ISLE BAY IS A REPRODUCTION OF A CUT THAT APPEARED IN "THE GENIUS OF THE LAKES," OCT. 3, 1818, TO ILLUSTRATE THE CONDITIONS THAT THEN EXISTED AS AN ARGUMENT IN SUPPORT OF THE MOVEMENT THAT HAD BEEN UNDERTAKEN BY THE CITIZENS OF ERIE TO INFLUENCE CONGRESSIONAL ACTION TO TAKE STEPS TO PROVIDE A NAVIGABLE ENTRANCE TO THE BAY AND HARBOR

Capt. Daniel Dobbins, of Erie, was the strong man and guiding spirit in the building of Perry's fleet. He it was who persuaded the government to build the vessels at Erie. In this he was at first opposed by his superior officers. He took the initiative in the absence of orders; personally employed carpenters and superintended the early stages of the construction of the vessels. He commanded the "Ohio."

"We sleep, but the loom of life never stops, and the pattern which was weaving when the sun went down is weaving when it comes up to-morrow"





ITIES of this Commonwealth are divided into three classes. Philadelphia composes the first, Pittsburgh and Scranton the second, and the others including Erie, the third.

Prior to December the first the transaction of public business in cities of the third class was provided for under the old and well-known bicameral system, on that date the so-called commission form of government became operative in all of the cities of the third class in Pennsylvania.

In the early part of the legislative session of 1913, viz.: on the twenty-first day of January, that being the first day on which bills were presented, one was introduced from Erie county, of which the City of Erie is the county seat providing for the new system of city government.

This bill was ultimately passed by the legislature and approved by the Governor, June 27th, 1913, being the date of adjournment. This system with some varieties of detail, had been adopted in approximately three hundred places in the United States, and in its practical operation had produced such beneficial results that it was vigorously urged for adoption in Pennsylvania. It has been so thoroughly and widely discussed by civic associations, in the press, by students of municipal affairs, progressive citizens and in legislative halls, that it is unnecessary to consider it in detail.

Some of its essential features are the following:

An elimination of ward lines in the election of officials.

Vesting the legislative powers in one body (instead of two), the council, composed of the Mayor and four councilmen. The Mayor is elected for four years, and the councilmen for two years. Mayors elected in 1911 serve until the expiration of their terms.

Providing that the council shall be a continuous body, permitting an incoming council to complete the unfinished business of the preceding council.

Election on a non-partisan ballot.

In a modified form the initiative and referendum are provided for.

The executive and administrative powers authority and duties in every city of the third class are distributed into and among five departments as follows:

Department of Public Affairs.

Department of Accounts and Finance.

Department of Public Safety.

Department of Streets and Public Improvements.

Department of Public Parks and Public Property.

The Mayor is to be the Superintendent of the first.

Councilmen select from among themselves the Superintendents of the other departments and determine the powers and duties to be severally assigned to them. In the City of Erie the names of these Superintendents, commonly called commissioners, and the subject matter assigned to each department are as follows:

Extracts from Bill No. 3786, passed by the City Council, Dec. 17th, 1913.

DEPARTMENT OF PUBLIC AFFAIRS

W. J. STERN, Mayor.

The Mayor, as Superintendent of the Department of Public Affairs, shall perform and discharge the several duties and powers assigned to him by law, and in addition thereto, shall exercise supervision over the police force, including all officers thereof and property used therein, the Sealer of Weights and Measures, and the City Clerk.

DEPARTMENT OF ACCOUNTS AND FINANCE

CASSIUS L. BAKER.

The Superintendent of the Department of Accounts and Finance shall perform and discharge the several duties and powers assigned to him by law and ordinance. The said Superintendent of the Department of Accounts and Finance shall have supervision of the City Solicitor, City Assessor, and of the assessment and collection of taxes, municipal assessments, licenses, fines, and all other public revenue, and of all officials of the city, insofar as their duties relate to the bill boards and such other related duties as pertain to the safety of persons or property within the city.

DEPARTMENT OF PUBLIC SAFETY

JOHN C. DUNDON.

The Superintendent of the Department of Public Safety shall have supervision of the fire department, firemen and all officers and employees therein, all horses, property and apparatus used therein, including fire houses and the fire

alarm system, the Board of Health, health officer, municipal hospital and the employees therein, Building Inspector, Plumbing Inspector, City Electrician, and the inspection of telephone and telegraph poles and wires and underground conduits, bill boards and other related duties as pertain to the safety of persons or property within the city.

DEPARTMENT OF STREETS AND PUBLIC IMPROVEMENTS

THEODORE EICHHORN.

The Superintendent of the Department of Streets and Public Improvements shall have charge, direction, control and supervision of all streets, lanes, alleys and highways, within the City of Erie, together with grading, paving and curbing thereof, and the grading and paving of all sidewalks, the construction and maintenance of all sewers, together with their connections, inlets and manholes, the construction of all extensions of sewers and connections made therewith, the repair of all streets and sidewalks and of all pavements and sewers, the cleaning and sprinkling of streets, and cleaning of sidewalks. He shall have supervision over all public utilities as to their occupancy of streets and other public property. He shall have charge of all buildings, horses, tools and property used in connection with the street department. He shall exercise supervision over bridge and conduit construction, the City Engineer and the City Engineer's department, the Superintendent of Streets and all employees of the street department. The asphalt repair plant, together with all the equipment used in connection therewith, shall be under the supervision of the Superintendent of the Department of Streets and Public Improvements.

DEPARTMENT OF PUBLIC PARKS AND PUBLIC PROPERTY

FRANK E. PELOW.

The Superintendent of the Department of Public Parks and Public Property shall have charge and direction, control and administration of all public parks and public buildings not otherwise herein assigned, the public dock and the city hall; he shall also have supervision of the city planning department and of the collection and disposal of garbage, together with all officers and employees of the said city, having duties pertaining to the parks and public property referred to in this section.

The head of each department is supposed to be, or to become specially familiar with the matters assigned to his department, as well as conversant with the affairs of all the others. It will thus be seen that the office is not a sinecure.

The act also provides that these officials shall be paid for their services.

The advocates of the system believe that it will facilitate the transaction of business, fix responsibility, beget efficiency, create a public interest on the part of the citizens generally in the city's welfare, and in the proceedings of her officials, and produce a civic pride, and that this awakened public interest will be an incentive to sane, safe and wise action on the part of councilmen, and that they will be responsive to the best interest of the whole city and all of the people.

CONDENSED FINANCIAL STATEMENT

Real Estate and Personal Property belonging to the City of Erie

In charge of Commissioners of Water Works \$	3,018,633.91
In charge of Fire Department	256,346.49
In charge of Park Department	203,145.70
City Hall and furnishings	130,112.70
Municipal Garbage Incinerating Works (Est.)	50,000.00
Municipal Asphalt Paving Plant (Est.)	12,000.00
Other Real Estate	25,990.00
Municipal Electrical Conduits, Bridges and personal	•
property, not included in above	208,179.58
Total real estate and personal property\$	3,904,408.38
Municipal Funded Debt of Erie, Dec. 1, 1913\$	898,800.00
Less Sinking Fund	526,324.15
Net debt, Dec. 1, 1913\$	372,475.85

The City of Erie has no floating debt. Its net debt is less than one (1) per cent. of the assessed valuation for city taxation.

The County of Erie has no debt. The State of Pennsylvania has no debt.

Assessed valuation for City and School taxation, 1913, \$48,513,410.00. The tax rates per dollar of valuation for 1913 are as follows: City, $8\frac{1}{2}$ mills; School, $7\frac{1}{2}$ mills; County, $3\frac{1}{2}$ mills. The County rate for 1914 will be three mills.

1900 The population of the City in 1875 1880 1890 1910 66,525 27,737 40,634 52,735 was...... **\$**52.00 **\$42.38 \$24.30 \$**10.85 **\$**4.22 Municipal debt per capita was... Dec. 1st, 1913, estimating population at 75,000, \$4.98. The city's most rapid growth has been since 1910.

"I'll bind myself to that which, once being right
Will not be less right when I shrink from it"

—Kingsley



LAKELET, COLT PARK, HARTFORD, CONN.

COLT PARK WAS THE GIFT OF MRS. ELIZABETH H. COLT, WIDOW OF COLONEL SAMUEL COLT, OF COLT REVOLVER FAME. IT CONSISTS OF ONE HUNDRED AND SIX ACRES, BEING A LARGE PART OF THE OLD HOMESTEAD, TOGETHER WITH VALUABLE PAINTINGS, STATUARY AND OBJECTS OF ART, WHICH HAD BEEN MANY YEARS IN THE COLT FAMILY. THE UPPER OR WEST END OF THE PARK WAS WELL DEVELOPED AS A FINE COUNTRY ESTATE. THE LOWER LEVEL OF SOME SEVENTY ACRES, WHICH WAS FORMERLY A LARGE HAY FIELD, HAS BEEN DEVELOPED AS THE GREAT PLAYFIELD FOR THE CITY, CONTAINING AMONG OTHER THINGS, 14 BASEBALL DIAMONDS, 12 TENNIS COURTS, BOWLING GREEN, CROQUET GROUNDS. SKATING POND OF TWELVE ACRES, CHILDREN'S PLAYGROUND WITH APPARATUS AND SCHOOL GARDENS. IT IS A MUCH USED PARK.

THE GIFT OF KENEY PARK TO THE CITY OF HARTFORD WAS MADE BY HENRY KENEY UNDER HIS WILL WHICH CREATED THE KENEY PARK TRUSTEES, CONSISTING OF FOUR MEMBERS. THE AMOUNT LEFT WAS SOMETHING LIKE ONE MILLION DOLLARS. THE TRUSTEES BOUGHT IN 1896 AND 1897, SIX HUNDRED AND EIGHTY ACRES OF LAND IN THE NORTH PART OF THE CITY FOR A PUBLIC PARK, OF WHICH ABOUT SIX HUNDRED ACRES WILL EVENTUALLY BE TURNED OVER TO THE CITY AS A PUBLIC PARK; THE REMAINDER WILL BE SOLD. THE DESIGNING, CONSTRUCTING AND MAINTAINING OF KENEY PARK HAS BEEN ENTIRELY BY THE KENEY PARK TRUSTEES, AND SO FAR IT HAS NOT COST THE CITY OF HARTFORD ONE CENT. IN FACT, IT HAS BECOME A SOURCE OF INCOME TO THE CITY TREASURY, FOR THE INCREASE OF VALUE OF ABUTTING PROPERTY HAS ADDED TO THE CITY'S INCOME MUCH MORE THAN HAS BEEN LOST ON ACCOUNT OF THE PARK LAND BEING EXEMPT FROM TAXES.

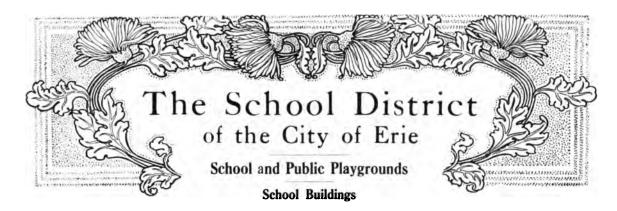
It has been developed as a country park for driving and to preserve country scenery and influence within the city limits. Its development has cost about one-half million dollars outside the cost of land.

"Blessed be the hand that prepares a pleasure for a child, for there is no saying when and where it may bloom forth"

—Jerrold

"Youth will never live to age unless they keep themselves in health with exercise, and in heart with joyfulness"

-Sidney





ERHAPS the earliest expression of the city planning movement in Erie was the purchase of larger school properties by the Board of School Directors. A public body in its official actions but reflects the opinion and attitude of the people it serves; the opinion and attitude of the people

change, especially as to public expenditures, as do the public's vision, its realization of its responsibilities and its grasp of its opportunities.

But a few years ago no school board in this community would invite the criticism of the taxpayers by the expenditure of the sums of money that are to-day being disbursed from the school treasury for the securing of sizable building sites, the enlarging of old school grounds and the erection of commodious school buildings. It is not too much to claim that out of the agitation and education that have followed the persistent open advocacy of city planning have come to the boys and girls of the community six playgrounds and a style of school structure that represents both uniformity and capacity. The purchase of a full city square as a site for a proposed school house now provokes no more than passing attention.

The School District of the City of Erie and the City of Erie are coextensive. They are entirely separate, however, in their powers under the law and in the administration of the public duties assigned to them.

The School District has its existence under the provisions of the Act of Assembly of May 18, 1911, popularly known as the School Code of Pennsylvania. This revision of the school laws of the Commonwealth enlarged the powers of the boards of School Directors quite generously in many particulars, and correspondingly increased their responsibilities toward the people. In its operation and influence the new law raised much higher the standard of school house construction and definitely gave to the boards ampler powers in the purchase of school properties.

In Erie the present tangible assets of the district, in lots, buildings and furniture, appraise at well over a million and a half of dollars. The Erie School District owns and operates the public library, the building for which was erected

almost entirely from funds secured as are funds for the erection of school buildings, and the operation and maintenance of which represent a current charge against the school funds secured through the yearly school levy.

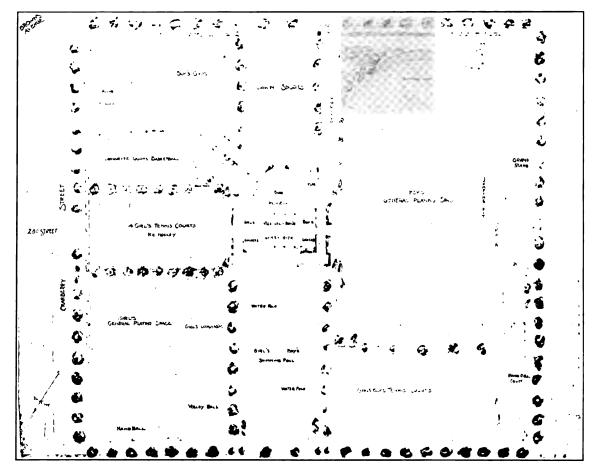
Erie is a school district of the second class. The total tax levying power of the board of school directors of a district of this class is twenty mills. The school levy in Erie is but seven and one-half mills. The constitutional limitation to the power of our Board of Directors in the issuing of school bonds is two per centum of the assessed valuation of the taxable property. The Board of School Directors of Erie can therefore, upon the affirmative vote of a majority of its members, bond the district up to \$970,000; the present bonded debt is \$555,000. The budget of the current fiscal year totals \$611,000.

All this demonstrates that large powers have been entrusted to the School Board of Erie, that large sums are being expended in the interests of the children of the city, and that much of the power of the Board is still unexercised. The people themselves, upon a majority vote at a municipal election, can bond the school district up to a total of ten per centum of the assessed valuation, and thus make available any portion of \$3,800,000 for the physical development of the school district. To what extent the Board of School Directors will feel warranted in using the great power lodged with it, and whether or not, should it finally exhaust its bonding authority, the people will endorse a greater increase in taxation or themselves vote a further addition to the bonded debt, are problems of the future.

At all times it must be borne in mind that city planning is a practical project, and that out of splendid public buildings and beautified play and recreation grounds come increased property values and correspondingly increased returns and benefits, and above all, a higher standard of living, with health and pleasure and happiness that cannot be measured in money.

The Athletic Field, situate immediately west of the city line, 22nd to 24th Streets, is thus far the fairest offering to the cause of healthful play and the most hopeful promise of a strong, stalwart, virile young manhood and young womanhood. Its staunchest friends in the outset were the teachers and pupils of Erie High School. Out of the efforts and successes of the students of that institution on the annual field day and during the yearly football season came the desire for an athletic field worthy of a school of over one thousand attendants. The High School Council, recently created, assumed certain financial and other responsibilities. With its approval, a citizens' campaign for funds was inaugurated, and \$6,441.66 was subscribed to apply on the purchase of the property required. A field 660x665 was secured. The project, appealing as it did to the public, met with almost instant favor by the people's representatives in power, the Board of School Directors; the burden of debt incurred by the acquirement of the land was lifted from the shoulders of the High School Council and assumed by the School Board, the funds subscribed by the public were made available for the equipment and beautifying of the property, and the venture took on a new scope as indicated by the change in its name to the Athletic Field rather than the High School Athletic Field. The title was vested in the Board of School Directors; its management, under the Board, was delegated to a committee consisting of a member of the Board, a member of the High School Council and a citizen representative of the donors. Plans were prepared, contracts awarded, and to-day the dream of but a year ago is a reality of wonderful promise.

The treatment of the field by the architect is indicated by the plot which follows:



GENERAL LAYOUT OF ATHLETIC FIELD—ERIE
BUILDING COMMITTEE—WM. E. BECKWITH, PROF. WM. E. DIMORIER, THEO. S. SCARLETT, ARCHITECT, GEO. E. EICHENLAUB, C. P. A.

An examination shows a finely appointed grandstand, a race track with court, baseball diamond and gridiron, a boys' gymnasium, a girls' gymnasium, a swimming pool, generous provision for tennis, croquette, quoits, basketball, volleyball, ice hockey, and similar sports, a recreation pavilion, a bandstand, a caretaker's house, and an extensive lawn space which can be adapted to the growing and changing demands of the project. An iron fence with ornamental hedge will surround the entire field.

This statement of so varied a list of sports and activities shows how broad and comprehensive is the plan of the promotors and how great are the opportunities for health, pleasure, agreeable associations and right companionships under proper conditions, for the engendering of that spirit of fair play for which the American playground movement stands, and for the accumulating of a store of pleasant memories of boyhood and girlhood life that will mean so much in the years to come.

The success of the first athletic field will mean a demand for others in other sections of the city. Especially in the more congested parts will the call be insistent, and it will be a wise and farsighted policy which will promote at the earliest opportunity the acquiring of grounds of sufficient size and of proper location, that all may feel that they are included in the plan for the city's development.



ATHLETIC FIELD AND PLAYGROUND, POPE PARK, HARTFORD AVERAGE ATTENDANCE, MORNINGS, 200. AFTERNOONS, 375. EVENINGS, 700. OVER 1,200 DAILY

The school playground movement is entitled to special mention. It is countrywide. New means of locomotion and transportation have made the streets impossible for play purposes; the tendency of cities to congest have changed very positively indeed the aspect for the growing boy and girl and denies to them the chance for recreation that offered for those of an earlier time. Erie has already reached the size which makes proper play a very definite problem. The school authorities have given it as much attention as the pressure of other claims would allow. In addition to the Athletic Field, additions have been made recently to School Lots 6, 8, 10, 12, 16 and 17, an entire square is available at Seventh Street and East Avenue, a half square is devoted to new Perry School and a full square to the school to be later erected at 31st and Wayne Streets. The Board of Directors is considering purchases for the relief of other schools, and will proceed as its finances and the state of the public mind will permit.

That the local school authorities are alive to the playground movement as it has developed the country over, and that other communities appreciate its social, economic and educational value, is evidenced by the following facts covering organized work during the year ending November 1, 1913:

Cities maintaining regularly supervised playgrounds and recreation centers, 342. These cities during the year maintained 2,402 playgrounds and recreation centers.

In 31 cities playgrounds and recreation centers were maintained by playground or recreation commissions; in 5 by playground or recreation departments. In 10 cities playground commissions or departments combined with boards of education, park boards or other agencies to carry on the work.

In 34 communities boards of education conducted recreation work; in 9, boards of education and park boards, and in 13, boards of education in conjunction with other agencies.

In 31 cities recreation work was conducted by park departments; in 10, by park departments in combination with other organizations; in 9, by departments of city government, and in 5, by city departments in conjunction with other agencies.

In 49 communities recreation work was conducted by playground and recreation associations; in 5, by playground associations and park boards; in 5, by playground associations and boards of education, and in 9, by playground associations in combination with other city departments or with private agencies.

In 16 communities recreation committees—both municipal and private—conducted the work; in 15, civic improvement leagues or associations; in 27, women's clubs and organizations; in 7, municipal improvement associations; in 10, Young Men's and Young Women's Christian Associations; in 3, social center associations; in 3, individuals; in 5, industrial plants, and in 30, other agencies or several agencies combined.

The work was organized as follows:

Municipal—Playground or recreation commissions or departments	48	cities
Private—Playground or recreation associations or leagues	121	46
Both	12	"

In 111 cities the centers were supported by municipal funds, in 110 by private funds and in 115 by both municipal and private funds. Total expenditures, \$5,700,223.81.

In 342 cities carrying on supervised recreation 6,318 workers were employed. Of these 2,462 were men and 3,856 were women. Eighty-three cities had 774 year-round workers. These figures indicate an increase over last year of 18.5 per cent. in the number of recreation workers. In addition to these workers 1,933 caretakers were employed.

In 59 cities there were maintained classes for the training of recreation workers. Thirty-five of that number had 2,638 student workers. In addition 7 cities had training classes in process of organization; 10 cities had weekly conferences not strictly training classes.

Eighteen communities fill their recreation positions by civil service examinations.

In 70 cities supervised playgrounds were opened for the first time during the year ending November 1, 1913.

In 20 cities bond issues for recreation purposes were authorized during the year to the amount of \$2,358,000. In 45 cities land and buildings have been donated for playground and recreation purposes. The combined values of this property in 26 cities is \$196,400.64.

```
68 cities had 337 centers open all the year.
                                              2 cities had
                                                             11 centers open 412 months.
4
             75
                            10 months.
                                              9
                                                             25
                                                                             4
    "
         "
                          "
                                                                             3½ "
2
                              9
                                              2
                                                             10
    "
         "
                                    "
                                                  "
                                                       "
                                                                  "
                                                                         "
                                                                                  "
4
             76
                              8
                                             27
                                                            72
                                                                             3
             63
                              7
                                             10
                                                             76
                                                                             21/2 "
10
             89
                              6
                                            250
                                                                            July and August.
```

In 33 cities, 33 centers were open for periods of from 1 month to 7 weeks.

In 180 cities centers were open on holidays, and in 80 on Sundays.

Of the 342 cities, 313 had a total average daily attendance of 454,438 during July and August. One hundred and one cities, in 93 of which there were 423 centers, had separate spaces for boys and girls.

One hundred and fifty-two cities had 629 centers open evenings. The total average attendance for 101 cities, of which there is record, was 62,224. In 79 cities the schoolhouses were used as recreation centers. Seventy-four of these had 368 such centers. In addition 3 cities used 65 schools for lectures.

Fifty-five additional cities had evening recreation center work in the schools. Of this number 51 had 96 such centers.

In 15 cities streets were set aside for play. In 96 cities coasting in the streets was permitted.

The past year has marked an interesting growth in the establishment of playgrounds by industrial plants which have either maintained playgrounds or community centers for the entire community at their own expense or joined with other agencies in carrying on recreation work.

The facts stated above speak eloquently of the patriotic efforts that are being made, by people solicitous for the nation's future, in the interests of the boys and girls of the land. It is a growing movement, rich in promise.

The school buildings of Erie are in the main a source of pride to our people, and reflect credit upon those who are responsible for them. The modern demand, however, is for an architecture and interior treatment that will meet the new educational requirements. The use of the school plant for neighborhood meetings and social center work, the insistence of public opinion that thought must be had for the physical development of the child—carrying with it the gymnasium, shower baths and the swimming or wading pool, the higher standards set in the matter of fresh air circulated and light per pupil furnished, the open-air or openwindow school for aneamic children, these, and a variety of other innovations are having their influence on the planning of the school buildings of to-day. Mr. Nolen's advice to the local Board of School Directors is not alone that they provide generous play spaces, but that the grounds be beautified and that the buildings be hereafter along certain definite and uniform lines that will make Erie schoolhouse architecture distinctive. The Board has recently engaged, as architect for its next building, Mr. William B. Ittner, of St. Louis, for many years the professional adviser of the Board of his city, and a recognized authority on his specialty, that of schoolhouse construction, in architectural and school circles.

In addition to the properties in the charge of the Board of School Directors, the church and parochial authorities of the city have erected and occupy for educational purposes modern buildings representing a large expenditure of funds and an increasing improvement in architecture and surroundings. The Villa Maria Academy is worthy of special mention as contributing to the appearance and attractiveness of a residential section of the city.

In the following report by Mr. Nolen we see a city planner's conception of the community's duty toward itself and its boys and girls.

SCHOOL GROUNDS, FIELD NOTES BY JOHN NOLEN

May, 1912.

SCHOOL No. 1.

Location: French and Third Streets.

Size of lot: 165 x 165.

Enrollment for week ending 3-1-12, 270.

The school has a fair-sized playing space in the rear of the building, and while it might do for the present, it will not be large enough if there is any addition to the school, or if it is fixed up with planting, grass, apparatus, etc.



ERIE PUBLIC LIBRARY

On the west are the car barns and the best way to expand seems to be to the north. If 60 feet along the entire lot were added, it would mean buying two small houses, one wood and one brick. If it was desirable to form a large space here and go back to Second Street, it would take altogether seven houses, five wooden and two brick. They are all small and not very expensive ones.

This yard, like most of the others, would be greatly improved by use of grass, planting, apparatus, etc. If planting is added, low guard fences should be put in to protect it.

In the yard there are a number of benches. The idea of providing out-of-door seats is a good one and judging from the way these were worn, they were greatly appreciated by the children.

SCHOOL No. 2.

Location: Holland and Seventh Streets.

Size of lot: $206\frac{1}{4} \times 165$.

Enrollment for week ending 3-1-12, 360.

The lot at present is rather small, about two-fifths of it being occupied by the building. The grounds are everywhere gravel with a lot of good, although young, Maples for shade. Directly back from 7th Street along Holland, there is a chance for expansion. Corner of Holland and 8th is a brick block which would probably be expensive, but between it and the school grounds is a cheap wooden house and about 30 feet of land running half way back on school lot. Back of these lots along 8th Street is a small machine shop, now for sale, and a cheap wooden house. If the block at the corner was left but the other taken, you would then have a good sized playground. As everything is built up in this neighborhood, it might pay to take the whole corner.

The grounds could be improved by fences, planting, and by having special amusements.

SCHOOL No. 3.

SPECIAL.

Location: Sixteenth and Sassafras Streets.

Size of lot: 123 x 128.

Not a very large building, but one of the smallest lots. The front on 16th Street is brick paved back from the sidewalk, making the whole front really part of the street.

There is a little space toward Peach Street and that is about all. They have some shade trees. The land toward Peach is higher, but could be used to fill the cellars of the two houses here, which would have to be taken to extend the grounds 100 feet along 16th Street. To extend 150 feet would mean taking three houses. These are all small and not very expensive.

Across Sassafras Street is a vacant lot running along 16th Street. This is not quite as deep as the school lot, but extends to Myrtle Street. This would make a very good neighborhood playground. It is pretty well graded now and is already used by the children for a ball ground. The land is for sale.

To get a lot as deep as the school lot and extending across this block is possible, as that part of the back lot is only used for lumber storage.

SCHOOL No. 4.

Location: Fifth near Chestnut Street.

Size of lot: 165 x 165.

Enrollment for week ending 3-1-12, 420.

The yard was very small, the building covering at least half the lot. In front they have some very good shrubbery and trees. In the rear is an ash bin,

SCHOOLS

which takes up some room. There are two ways of expansion, one to the rear and the other to the west toward Walnut Street.

The rear would be the better way and would mean buying two 2-story houses, three small houses and 2 shed barns; none of these buildings are particularly good. To the west, it would be necessary to purchase two houses and a barn to get the required amount of space.



PUBLIC SCHOOL NO. 7, TWENTY-FIRST AND SASSAFRAS STREETS, 1910
SCHOOL LOT 325 X 135 FEET. AVAILABLE PLAY SPACE PER PUPIL, 50 SQUARE FEET
(AN ATTRACTIVE BUILDING WITH A DECIDEDLY LIMITED PLAYGROUND IN A BUILT UP RESIDENCE SECTION
OF THE CITY)

SCHOOL No. 5.

Location: Twelfth, between Holland and German Streets.

Size of lot: 165 x 165.

Enrollment for week ending 3-1-12, 290.

School No. 5 is like a number of others, with small playing space, no grass, a few unprotected shrubs, and some good shade trees. Back of the school is a 20-foot alley, which would be hard to close, as the school is in the middle of the block. However, gates could be put in and the lot back used independently. It is covered with small cheap houses and it would be necessary to buy nine houses

and one barn to carry the present school lot back to 11th Street. This would, I think, be the best enlargement, the alternative being to extend westerly along 12th Street. This would mean the taking of two houses and a small store and barn.

There is some advantage in extending back rather than to one side. The basement and entrances are usually divided between the boys and girls, each having a side. If the playground is to one side, both do not have the same access to it.



Public School No. 6, Plum and Twenty-Third Streets, 1897
School lot 270 x 660 feet. Available play space per pupil, 384 square feet
(The playground here can be used as a center for some years for the district west of cherry street and south of nineteenth street. See playground plan on next page)

SCHOOL No. 6.

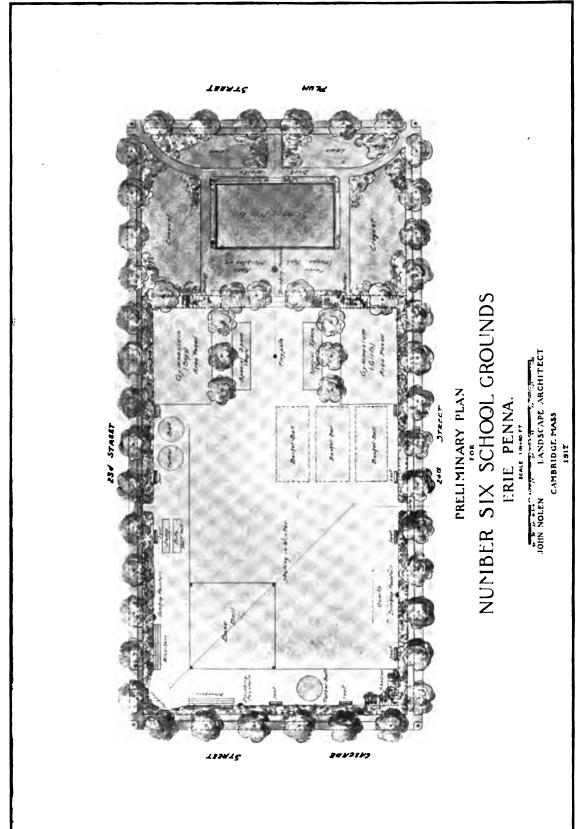
Location: Plum, 23rd to 24th Streets.

Size of lot: 270 x 660.

Enrollment for week ending 3-1-12, 630.

There is quite a lot of land around the school building, but not well adapted to playing space, as the building is in the center of the lot; furthermore, they have a wooden two-room school in the rear which takes up lots of room.

West of this lot the entire block is open and I understand the Board have already bought this land. The old lot has good shade trees but no grass, shrubbery, fences or amusements.



(A SIMILAR TREATMENT IS SHOWN ON PAGE 92, FOR THE SQUARE BOUNDED BY EAST AVENUE, SEVENTH STREET, PENNSYLVANIA AVENUE AND ATKINS STREET, OWNED BY THE SCHOOL DISTRICT)

SCHOOL No. 7.

Location: 21st and Sassafras Streets.

Size of lot: 325 x 135.

Enrollment for week ending 3-1-12, 580.

A good building on a good sized lot but not located well to give the best arrangement of space for playing. There is some space at either end and some along the front on 21st Street, but nothing in the rear. The boiler room here takes up most of the back, and the old brick building in the corner of the lot reduces the playing area on the east side. The grounds are very bare and uninteresting—there are some good trees, but no grass or shrubs. There is very little chance to increase the size of the lot except toward the rear. This would be very expensive. To carry the present lot back to 20th Street along Sassafras would mean buying up twelve fairly good houses. To the east there is an alley adjoining the school lot. This might be closed and used as part of the school land. The present lot could be made to do for recess grounds if a larger playground could be provided in the neighborhood.

SCHOOL No. 8.

Location: 17th and Poplar Streets.

Size of lot: $247\frac{1}{2} \times 205$.

Enrollment for week ending 3-1-12, 410.

The grounds here are very good sized, but as the neighborhood is very well supplied with children, it would seem well to prepare for building and lot expansion. To carry the entire lot back to 16th Street proposed would only necessitate buying three very cheap houses and a cheap wooden store. On the school grounds are good shade trees, Maple, and some swings. The lot is enclosed by a fence. This lot would be a good one to fix up with some grass, shrubs, and some amusements, as it is in a rather poor part of the city.

(Note: Some of the additional property referred to was acquired later.)

SCHOOL No. 9.

Location: Peach near 26th Street.

Size of lot: 165 x 250.

Enrollment for week ending 3-1-12, 360.

Building covers about half of the lot and reduces the playing space to a minimum. The south side is held up by a 6-foot retaining wall, but extension would be made north and east. Across the entire back a strip about 30 feet wide could be had. This is at the top of a steep bank and is of no use to the lots below except for some planting of fruit trees. North of the school is a good lot about 45 feet wide with a small wooden house on it. If these two parcels could be purchased, it would add a lot to playground space here. They have dumped some sand here for the children, but it is packed so hard it is useless. Planting and amusements would help. They have good shade trees, Poplars.

SCHOOL No. 10.

Location: Park Avenue North, Liberty to Plum Streets.

Size of lot: 330 x 165.

Enrollment for week ending 3-1-12, 420.

The grounds about the school take in the whole block, Park Avenue North to 5th Street and Liberty to Plum Streets. There are a number of trees about the building, in fact, too many. These are all at the westerly end, the eastern half being a dirt playground worn hard by the children. This school ground, like most of the others, could be greatly improved by fencing, grassing and planting shrubs and street trees. There are no special amusements provided for the children.

In the rear they have already built a two-room wooden building for classes. This of course reduces the playing space, and means that very soon they will have to enlarge the present building and then not have ground room enough for the extra pupils or else build another school in the vicinity.

SCHOOL No. 11.

(Special.)

Location: French and 11th Streets.

Size of lot: 123 x 160.

This school building is quite old and is on a small lot. The playing space is further reduced by a steep bank in front which cuts off 10-12 feet the entire length. The school is quite near the business part of the city (State Street) and it might be economy to sell the lot and re-locate. Across 11th Street is an old ruined brick factory building with the windows all out. This land might be purchased as a playground; it is 100 feet on French Street and runs the same depth as the school lot.

In the next block east is an open space running from French along 12th Street, and then back along the creek to 11th with the corner at French and 11th cut out of it. There is, I think, only one wooden house on this property and that one not expensive. This land would make a good site for a new No. 11 school and playground or for a small independent playground.

SCHOOL No. 12.

Location: 6th and East Avenue.

Size of lot: 165 x 165.

Enrollment for week ending 3-1-12, 490.

The grounds about the school are very much cramped. They have recently built a wooden building in the yard for classes, so it seems likely that the school will have to be enlarged before long. Directly back along East Avenue to Seventh Street are a lot (6) of small, one and a half story houses crowded in together. This lot would make a fine addition to the school grounds. It would seem well to have this space even with the other playfield across the street. Shown on list as No. 12a.

(Note: Additional land acquired later.)

LOT No. 12a.

Location: East Avenue, 7th to Atkins Streets.

Size of lot: 219 x 558.

Across East Avenue from School No. 12 is a lot which is being fixed up for a playfield. The westerly end has some apparatus and the other end is used by the boys for a ball field. This lot could be fixed up for a first-class playground for small children. Hardly large enough for the older ones. They should have a plan for it before going farther.

SCHOOL No. 13.

Location: 10th and Ash Streets.

Size of lot: 150 x 160.

Enrollment for week ending 3-1-12, 420.

The building and brick walks cover about half of the lot, leaving a rather small playing space. The school has been added on to since it was first built.

There are good shade trees, Maple, on the grounds, and there has been an attempt to have some shrubs against the front of the building and flowers along one boundary.

Back of the school is an alley which blocks direct expansion on this side unless it can be closed up. To extend the entire lot through to 9th Street would mean buying three small single houses and a double one. None of these buildings is particularly valuable.

Extension might also be made to the west along 10th Street. This would mean buying three houses and three sheds. These houses are of a better class, but not very expensive. The school land would then extend to the land of the M. E. Church, which would be a good neighbor for the school.

Ash Street opposite the school land is very much narrower than it is anywhere else. If the street was ever widened, it would have to be on the school side and would thus reduce the present playing space considerably.

SCHOOL No. 14.

Location: 21st and German Streets.

Size of lot: $247\frac{1}{2} \times 170$.

Enrollment for week ending 3-1-12, 490.

The yard is hardly large enough for a real playground, but might do for a recess playing space. To carry the lot through in the rear would necessitate buying four small and two large houses which are not extremely good, but would be fairly expensive. The playing space is now at the sides, and if 30 feet were added across the rear, it would help a lot. This would mean buying one house and shortening up three other lots. There are now good shade trees on the place, Maple and Poplar, and some shrubs in front. The yard needs fencing, grass and more shrubs, also amusements.

If the playground was laid out half way between this school and No. 15, the present yard would do.

SCHOOL No. 15.

Location: 23rd and Ash Streets.

Size of lot: 248 x 128.

Enrollment for week ending 3-1-12, 310.

There is a very good playing space at the Ash Street side of the lot which might be sufficient for present needs at recess time. It is not large enough, however, for real playground. In the rear of the school is an alley and beyond, to get a lot the size of the present one, there are two brick and three wooden houses and two



School No. 15, Twenty-Third and Ash Streets, 1874
School lot, 248 x 128 feet. Available play space per pupil, 73 square feet
(An old style of building on a small lot. More play space needed)

barns all small and cheap. There are a number of private schools in the vicinity, and so if the playground was sort of separate, it wouldn't matter so much. They have fenced the lot and have some trees but no grass, shrubbery or amusements.

This lot would not have to be enlarged if playground was established between 21st and 23rd Streets from Ash to Parade Streets.

Across Ash Street is No. 8 Engine house. They have no grounds about the building.

SCHOOL No. 16.

Location: 8th and Walnut Streets.

Size of lot: 165 x 228.

Enrollment for week ending 3-1-12, 510.

No. 16 is a very large school and covers the greater part of the lot, leaving only a narrow space around it. There is no fence on the street sides, and judging from the grass strips the children must use the road for playing space.

To extend through to 9th along Walnut Street would necessitate buying four wooden and one brick, all very good houses. This would probably be ex-



PERRY SCHOOL, TWENTY-NINTH AND CASCADE STREETS, 1913

School lot 270 x 330 feet. Available play space per pupil, 183 square feet (A new school house in a developing part of the city. Building has assembly room, public reading room, gymnasium and provision for a fresh air school)

pensive. However, directly back from Walnut along 8th are three two-family houses. These are not very good houses, and they cover about 200 feet of land along the street. This seems to be the best and cheapest way to improve the conditions.

SCHOOL No. 17.

Location: East Avenue, 22nd to 23rd Streets.

Size of lot: 270 x 210.

Enrollment for week ending 3-1-12, 400.

This lot is a good piece of property running from 22nd to 23rd, but owing to the fact that the building is in the center of the grounds the playing space isn't

very good. East Avenue side is well grassed and looks fine. There are also good young Maples started around the lot.

Along 22nd Street a good big playground can be had about the size of the present lot. The land is open and could be easily bought. The school grounds have a 1'-3' curb and don't need a fence. The new playground had better be fenced.

SCHOOL No. 18.

Location: 10th and Cascade Streets.

Size of lot: $247\frac{1}{2} \times 330$.

Enrollment for week ending 3-1-12, 520.

Building new and very good. Grounds front of school grassed and planted, and are in pretty nice shape. Lot runs through from 10th to 9th Streets along Cascade Street. The back half used for playground. Seems to be large enough, but has nothing for special amusement. Near school building is a slope change in grade which is hard to maintain. Wall and steps would stand better and would give more room.

Grounds could be made very nice with fence treatment and some border grass and planting.

PERRY SCHOOL.

Location: Cascade, 29th to 30th Streets.

Size of lot: 270 x 330.

The building hasn't been erected yet. The ground is dry and level, and well suited to playground use. There is more land unbuilt upon adjoining this lot. It would be well to consider the purchase of this now before it increases any more in value.

(Note: This building has since been erected.)



ERIE HIGH SCHOOL

HIGH SCHOOL.

Location: Sassafras, 10th and

11th Streets.

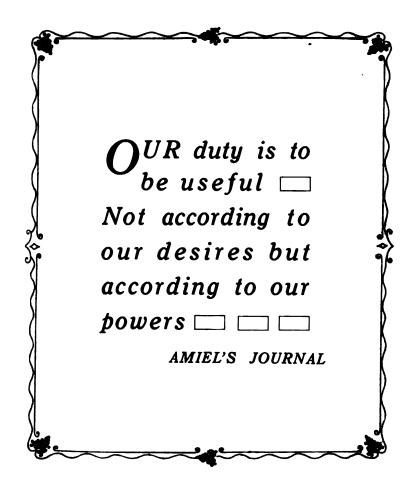
Size of lot: $330 \times 206\frac{1}{4}$.

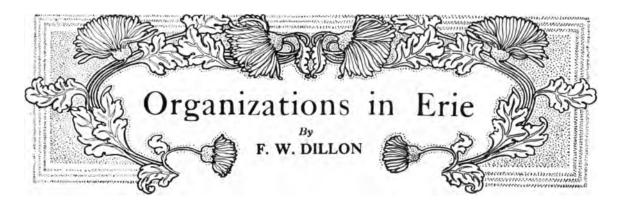
Enrollment for week ending 3-1-

12, 840.

Very large building, taking nearly all the lot. Has a good setting with plenty of trees and good grass. Arbor Vitæ hedge in fair condition all around the lot.

No chance to enlarge anywhere; will have to depend on outside playfield.







HE City of Erie is peculiarly fortunate in its civic and charitable organizations. It is seldom you find citizens so devotedly attached to their city and so united in the effort to make it appear well in the eyes of visitors. In fact so dominated were the people of Erie by this desire that for

years manufacturing was actually discouraged from dread of smoke and dirt. But with the advent of commercial organizations, the city, increasing steadily in population from sheer beauty and favorableness of location, began to grow by leaps and bounds until to-day the development has become phenomenal.

In this civic progress the Board of Trade and the Chamber of Commerce have marked the way for other organizations representing sections or wards of the city. The Board of Trade is the oldest and most conservative; the Chamber of Commerce, largest in membership and in the scope of work undertaken. Both have held before their members the necessity of constant advancement and united effort to secure a larger and better city and to prepare both it and its surroundings for homes, manufacturing, and business generally.

Established in May, 1874, by a group of enthusiastic citizens, the Erie Board of Trade has grown to 400 members, mostly proprietors and general managers of manufacturing and mercantile establishments, representatives of corporations and professional men. Spacious rooms are maintained in the Penn Building for its members furnished with an abundant supply of the leading daily papers of the country, and other reading matter, and where games of various kinds are also enjoyed. The officers and directors chosen October, 1913, are: President, Henry Hinrichs, Jr.; First Vice-President, William Hamilton; Second Vice-President, W. H. Warner; Secretary, Frank W. Dillon; Treasurer, Douglas Benson; Directors, Hon. Emory A. Walling, F. W. Burnham, A. A. Culbertson, Willis B. Durlin, A. M. Doll, P. V. Gifford, John F. Brown, Otto G. Hitchcock and Rea R. Whitley.

The Erie Chamber of Commerce was organized March 6, 1902, and has enrolled 1,200 members from the manufacturing, commercial and professional circles of the city. The offices and assembly halls are the headquarters of the Erie Motor Club, the Retail Merchants' Board, the Erie Ad Club, and affiliated organizations, in the Reed House Block, North Park Row, Perry Square. Officers

and directors chosen March, 1913, are: President, G. Irving Blake; First Vice-President, J. M. Force; Second Vice-President, W. Pitt Gifford, Secretary, Jacob Umnitz; Treasurer, John P. Smart; Directors, W. Irwin Arbuckle, Dr. Otto F. Behrend, Hon. Henry A. Clark, Robert F. Devine, Prof. John C. Diehl, Lyman Felheim, P. A. Himrod, J. R. McDonald, J. M. Sherwin, Hon. M. W. Shreve, Robert Spittal, Hon. William J. Stern, C. L. Thompson, M. G. Specht, M. D. Fletcher, Ramsey Burton, W. B. Flickinger, J. C. Grove, H. W. Sims, A. M. Doll, J. Ross Mayer, H. C. Lord and William E. Beckwith.

Certain important civic problems relating to retail merchants are cared for in the Business Men's Exchange, a trade organization started in 1900, and now consisting of 600 members. The President is Theodore Landsberg, the Secretary, A. M. Howes.

Many of Erie's German, Polish and Italian citizens cherish the language and ideals of their Fatherland in numerous specially organized societies, but patriotic love of their adopted country and city is foremost in all their gatherings.

Other organizations with a general scope of work in their respective fields include the Woman's Club, the Yacht Club, the Traffic Club, the Art Club of Erie, the Erie Boys' Club, the Erie Motorcycle Club, the Erie Golf Club, the Erie Kennel Club, Society for the Prevention of Tuberculosis, Associated Charities, Northwestern Pennsylvania Humane Society and Northwestern Poultry and Pet Stock Association. Manufacturing, Commercial and Professional organizations include the Manufacturers' Association of Erie, the Erie County Bar Association, the Retail Grocers' Association, the Erie Real Estate Board, the Erie Teachers' Association, the Underwriters' Association of Erie County, the Erie Association of Life Underwriters, the Retail Liquor Dealers' Association, the Homoepathic Medical Society, the Erie Osteopathic Association, the Medical Society of Erie County, and the Erie Dental Society. Leading social clubs are the Erie Club, the Kahkwa Club, the Country Club and the newly organized University Club.

One and all of these organizations are imbued with the old-time spirit of devotion to the progress and development of the city and now aroused to the advantages of modern enterprise are a unit in using every effort for advancement along the broadest lines of commercial enterprise and for the well-being of the people.

"For not this man and that man, but all men make up mankind, and their united tasks, the tasks of mankind"

—Thomas Carlyle



BUSHNELL PARK (WEST)

This is the picture park of hartford, supposed to have been the first sizable park in the united states bought for distinctly park purposes by vote of the people, and paid for out of the city treasury from money raised by the people by taxation, when the population was only 24,000.

"No Great Deed is Done by Falterers Who Ask For Certainty"
—George Eliot

In 1853 the Court of Common Council adopted a plan suggested and earnestly advocated by the Rev. Horace Bushnell, D. D., for the creation of a public park by reclaiming a neglected area in the center of the city. Steps were taken to purchase the lands necessary for this purpose, and the sum of \$135,000 was expended in securing the forty-two (42) acres now comprising this park. It was not until 1858 that plans for improvements were decided on and the work of grading, making walks and planting trees was begun. This was carried on by a Park Committee until an ordinance relating to public parks was passed May 28th, 1860, which created the Board of Park Commissioners, consisting of five members. The exact cost of these improvements has not been determined. The value of that early work, however, is now apparent in the beautiful trees and shrubs which are the glory of Bushnell Park. Of these there are 265 species, many of them most perfect specimens. In East Bushnell Park is the scion of the Charter Oak, transplanted in 1867 when twenty (20) years old. Nearby is Bartlett's statue of Dr. Horace Wells, the discoverer of anæsthesia. In West Bushnell Park is the Corning Fountain, presented to the city by Mr. John J. Corning, of Hartford, and round about it floral displays are made. Here is also a bronze statue of General Putnam by J. Q. A. Ward. The lawns of Bushnell Park are unsurpassed. It was named, February 14th, 1876, in honor of its originator. Its location in the center of the city with its Memorial Arch and Capitol, in full view, make it invaluable to Hartford's Park System, and as an asset of the city it is estimated to be worth about two million dollars.

of the city it is estimated to be worth about two million dollars.

It has a place entirely its own, and distinctly different from the purposes of all the other parks, set a standard for Hartford people to live up to, and has probably done more to give Hartford the reputation of a beautiful city, by its location near the railroad, than any other single feature, and to make Hartford the a beautiful city by its influence over her citizens. Silently and continuously for over a generative extending its blessings to her people, and its influence is seen in many of their home grounds.

If Bushnell Park had not preceded the other parks by some forty years' service, it is to suppose the other parks never would have been.





EAL estate values are a sensitive barometer of the prosperity and progress of a city, because they indicate present conditions and forecast the future. To study and compare them is to understand how vitally the plan of the city affects its welfare; for real estate values

express in terms of dollars and cents the comparative desirability of a location for a home, a store, or a factory. Every one appreciates how greatly the value of property is affected by its location. To plan a city wisely is to *create* good locations, good values, and prosperity.

Real estate values in Erie prove this. In its general plan the city is like a checkerboard. The streets are straight and cross at right angles, dividing the area into rectangular blocks of nearly even size. Because of this arrangement traffic is distributed over a large area; and since trade follows traffic, the business section of Erie is larger and more uniformly prosperous than is usual for a city of its size. In many cities the streets focus to a central square or cross diagonally, and the points of intersection become congested. Property located at such points soars to an unnaturally high price, while property a block away is hopelessly off the line of traffic, with consequent lower values. Erie, owing to its general plan, is happily unhampered by such a condition. The business section is not only large, but capable of much greater growth in every direction. All effort should be made to foster this fortunate condition.

Nature has been kind to Erie. On the east side the ground formation is rocky and affords solid foundation for manufacturing plants. On this side, the railroad facilities, already good, are rapidly improving, due to the presence of many large industries and the enterprise of the railroad companies. This is resulting in the establishment of new freight yards and extended track systems. On the west side, conditions are more favorable for residential purposes. Midway between these two sections, reaching into both with its square network of side streets and running north to the waterfront, is the main artery of trade—State Street.

In spite of its great development as an industrial center, Erie has remained a city of homes. The big manufacturing plants have grown up and remained



VIEW FROM NICHOLSON HEIGHTS, THREE MILES FROM PERRY SQUARE, LOOKING TOWARD THE CITY AND SHOWING THE CHARACTER OF THE LAND WHICH IS ADMIRABLY ADAPTED FOR RESIDENTIAL ZONE

close to the railroad lines, leaving a well-defined residential section. It is to the interest of everyone to have these districts develop apart from each other, rather than to have factories and homes commingle. Separated as they now are, it means better living conditions and higher values for both.

As a city of homes, a high percentage of which are owned by the residents, Erie has outgrown its supply of desirable houses and apartments for rental. Consequently rents have increased, and this fact has caused Erie to be criticized as a city where rents are unusually high. As a matter of statistics, rents are lower in Erie than in many cities, in proportion to the value of the property; for while rents have advanced, land values have advanced a great deal. One natural result of this is that it is difficult for a man working for a mechanic's wage to get as desirable a home as he is entitled to for the money he can pay. Recognizing this condition, the Real Estate Board has seriously discussed this problem, and suggests as a solution that large employers of labor consider the feasibility of providing houses for their employees; these homes to be built not too far from the factories and in sections where land values are comparatively low. The Board advocates the erection of attractive terraces for this purpose. In such an arrangement, the houses would have common walls and would occupy less ground, decreasing their cost so greatly that they could be rented at very modern rates and still pay a reasonable interest on the money invested in them. The economy of this method is worth the consideration of any one who contemplates building. For the large employers of labor the project has many practical advantages wholly independent of its philanthropic aspect. The character of the houses determines in large measure the character of the people who occupy them. Good houses to live in at reasonable rents will always attract the right class of people.

The plans for Erie which provide for larger avenues and parks in the residential section must appeal to the least altruistic of property owners; for such improvements mean a certain and permanent increase in the value of all adjacent

property, and a general raising of the standard of the whole community. The demand for moderate rents in good locations opens a wide field for apartment houses and terraces, for which there are still some desirable sites.

Relatively few low priced home sites are to be found within the corporate limits of the city (except the extreme south side). Building operations have extended beyond the city east and west, and the development of these districts will come but slowly until the city limits have been extended to embrace them, thereby providing for city improvements. In this connection, it is of the utmost importance that adequate street car service be provided, as without transportation facilities the development would be retarded.

One of the best evidences of the prosperity of Erie is to be seen in its thriving retail section. As already pointed out, this section is larger than in most cities of equal size, and property values are more evenly distributed. The active retail

section extends from Perry Square practically to the railroad, and beyond that for a considerable distance on Peach Street. If there is any "center of trade," it is a long one, extending five blocks along State Street, from Seventh to Twelfth.

Originally, land in this section was divided into small lots of about twenty feet frontage, and with few exceptions title to these properties is so distributed as to make it difficult to secure sufficient frontage to erect as large buildings as modern requirements demand



RESIDENCE, MRS. H. F. WATSON

without having to deal with several owners; but this condition is gradually being overcome, and the stores and office buildings of to-day and to-morrow will be larger and more modern fire-proof structures. Not the least advantage to be derived from modernizing the retail section will be the material reduction of the fire hazard, which is a serious menace to every American city.

The equal distribution of values and the many equal chances of trade have caused the rent of business properties to remain low in Erie in proportion to the value of the property itself. (See Chart "A"). Statistics show few cities of equal size where rents are as low in proportion to valuation. Most of the buildings in the retail section are old structures, with very little rental value above the ground floor, and the burden of making the property earn a reasonable return on the actual value now rests mainly with the ground floor tenant. With the merging of small lots into fewer ownerships and the demand for offices and larger stores, the erection of modern buildings will follow as a natural consequence. This will result in a more equitable distribution of rents and still give the owner a larger rate of

interest on the valuation than is now obtained. (For values of State Street properties, see Chart "B").

On either side of State Street and parallel to it, are two streets, Peach Street on the west and French Street on the east, which are already taking the overflow of business from State Street, and will in time become important business thoroughfares. It is evident that of these two Peach Street will reach its development first. This is partly due to the fact that it is a direct line to the railroad station and already has several fine buildings on the side nearest State Street. Its growth, from a commercial standpoint, has been somewhat retarded because it is a comparatively narrow street. In this respect, it is to be hoped, that at an early date measures will be taken to widen it, and that future buildings erected at corners will front upon it rather than upon the streets which cross it. On the east side, French Street has developed more slowly, and it will probably remain as it is until the business from State and Peach Streets overflows into it. All the side streets from Seventh to Twelfth between State and Peach Streets are growing in



RESIDENCE A. D. SKINNER

business importance, and some of the successful stores are located upon them. In general it may be observed that Erie supports an unusual number of high grade stores, selling the finest goods in their respective lines, and catering to a larger and more wealthy class of patrons than it is usual to find in a city of this size.

As a residence, industrial, or business proposition, Erie real estate has a wonderful future. Under ordinary conditions of development, no section will suffer a diminution in values. On the contrary, values in every section should

materially increase during the next few years. A number of things can hasten this increase. For the industrial section, a belt line connecting the outlying factories with the main railroad lines will increase values and open up new factory sites. For the residential section, the establishment of new parks and avenues will create new centers and improve general conditions. For the business section, the erection of new and larger buildings and the widening of a few streets will mean a certain increase in wealth. Those who now own property in Erie have a vital interest in the plans for betterment, and the soundest reasons for forwarding those plans and profiting by their fruition. Those who contemplate investment in real estate or the development of some industry will find in those same plans an added reason for coming to Erie.

[&]quot;To rest content with results achieved is the first sign of business decay"

CHART A

Values & Rents -	Front Foot basis	1903	1907	1910	1913	
Property Values	3000.					Advance in
Rents	210.					Value 137≴
Property Values	2500.			2000	1	7
Rents	175.			1000		
Property Values	2000.		-	1		7
Rents	140.					Advance in Rent 85%
Property Values	1500.	1	1			Them 83%
Rents	125.					7
Property Values	1200.					7
Rents	80.					7

This Chart is compiled from Valuations and Rents of Properties on the West Side of State Street

CHART B

STATE ST.	FROM 7th to 8th	FROM 8th to 9th	FROM 9th to 10th	FROM 10th to 11th	FROM 11th to 12th	FROM 12th to 13th
West Side	2000.	2500.	2500.	2000.	1750.	1450.
East Side	1500.	1800.	1800.	1500.	14CO.	1250.

State Street Land Values. Front Foot. Corner Lots run from 40% to 60% Higher According to Conditions and Depth of Lot

ERIE LAND VALUES

Residences

West side, north of R. R.,	-	-	-		\$40	to	\$ 300	per	front	foot.
East side, north of R. R.,	-	-	-	-	15	"	100	"	"	"
West side, south of R. R.,	-	-	-		9	"	75	"	"	"
East side, south of R. R.,	_	_	-	_	8	"	60	"	"	"

Manufacturing Sites

Inside City Limits worth - - - \$5,000 per acre.

Outside City Limits worth - - - 250 to \$2,500 per acre.

Business and Mercantile

According to streets and locations, range in value up to \$3,000 per front foot.

"The man who insists upon seeing with perfect Clearness before he decides, never decides" $--\Lambda miel's\ Journal$

TO live in the presence of great truths and eternal laws, that is what keeps a man patient when the world ignores him, and calm and unspoiled when the world praises him \(\square \square BALZAC \)



LOCATION AND POPULATION



RIE, Pennsylvania, is situated on the south shore of Lake Erie, halfway between New York and Chicago.

Presque Isle Bay, the finest natural harbor on the Great Lakes, is the waterway entrance to Erie.

Elevation of Erie above sea level is 573 feet; above the level of Lake Erie, 35 feet.

Pennsylvania has but one port on the Great Lakes—Erie; Longitude, 80° 5′ west; latitude, 42° 7′ north.

In population Erie had 66,525, official within city limits in 1910. Latest estimate based on school census (1913) 75,660 in city and 81,000 in city and suburban section.

Sloping upwards from the lake and high above the lake level, Erie is never troubled by floods or severe storms.

As a borough, Erie was incorporated in 1805; as a city in 1851.

Erie was first settled by the French on military order in 1753. The first permanent residence was established in 1795 by colonial English.



KAHKWA CLUB HOUSE, ERIE

Forty-six nationalities are represented in the population of Erie.

Erie is the sixth city in Pennsylvania in size and ranks eighty-fourth in the United States.

Erie is in the "triangle" of Pennsylvania forming Erie County. The township of Millcreek surrounds the city.

In area, Erie covers 7.75 square miles, 5,028 acres. The length, east and west is $3\frac{1}{2}$ miles; north and south, $2\frac{1}{2}$ miles.

Erie is on the main lines of transcontinental railway systems, and automobile touring routes running along the Great Lakes.

Approximately 50,000,000 people, more than one-half the population of the United States, can be reached in a radius of 500 miles from Erie.

The peculiar situation of Erie, with the great commonwealths of New York State, and Ohio only 30 miles distant, east and west, keep the people in close touch with interstate affairs.



PENINSULA POND, ERIE

Street railways, operating direct lines, connect Erie with Buffalo and Cleveland hourly. Other trolley lines are operated to Chautauqua Lake, Conneaut Lake and Cambridge Springs health and pleasure resorts.

Erie has never fallen off in population. Its growth from 1900 to 1910 was from 52,733 to 66,525, officially, a gain of 26 per cent. During the preceding ten years, the population gained 12,099, or 29 per cent.

An electric street car system has been operated to all parts of the city since 1890. The highest fare is five cents. The longest ride, with transfers, about nine miles, for five cents.

PHYSICAL CHARACTERISTICS

Erie is the gateway of Pennsylvania to the Great Lakes.

Largest engine and boiler and horseshoe plants in the world are located in Erie. The 464 industries employ 15,102 wage earners.

Main business streets in Erie are 100 feet in width.

"Erie for business and pleasure" is true twelve months of the year.

Ninety-two passenger trains run in and out of Erie daily.

The U. S. Training Ship Wolverine, built in Erie in 1844, the oldest iron warship in existence, has harbor in Erie bay.

Erie has five daily newspapers, one morning and four evening.

Erie is considered by many people the finest summer convention city in the State of Pennsylvania.

Sixty per cent. of Erie people own their homes.

Civic betterment and municipal progress of Erie are looked after closely by wide-awake citizens.

Presque Isle harbor, Erie bay, is $4\frac{1}{2}$ miles long and $1\frac{1}{2}$ mile wide.

Thirty cent natural gas and abundance of electricity give Erie people plenty of cheap home fuel, light and power.

Pennsylvania has established the State Soldiers and Sailors Home, with 400 inmates, in a beautiful park near the harbor entrance at Erie.

At a rate of a million dollars or more invested annually, the General Electric Company is giving Erie its most gigantic industry, estimated to cost \$50,000,000 when completed.

Variety of industries saves Erie from industrial depression.

Two splendid modern half-million-dollar hotels lead 34 smaller guest houses in the entertainment of strangers.

Conventions assembling from 200 to 2,500 delegates are given hearty welcome to Erie and are housed conveniently.

Historically, Erie is without a peer along the northern boundary.

As the home port of Perry's historical flagship, the "Niagara," Erie draws thousands of visitors to see the vessel that was built in 1813.

In the French-Indian blockhouse, still preserved in Soldiers' Home Park, General "Mad Anthony" Wayne, who conquered the Northwest, died from sickness in 1796.

If there is anything worth having, Erie people are eager to get it.

Information bureaus, to supply the world with detailed information are maintained by the Erie Chamber of Commerce and Erie Board of Trade.

MUNICIPAL PROGRESS

Government by commission was established in Erie, Dec. 1, 1913.

The mayor, four commissioners and other city officials are housed in the fourstory \$150,000 city hall.

A police force of more than 100 men protect the City of Erie day and night. Each of the six city wards has a constable and alderman.

Trained, fully paid firemen, numbering 124, are on duty constantly and have placed Erie among the foremost American cities in protection.

Waterworks, owned by the City of Erie, valued at \$3,520,403, are governed by a county commission of three non-political judicial appointees.

The municipal hospital of Erie, operated under the city health department, for contagious diseases, treated 130 patients free during 1912.

Municipal building records show 729 new buildings erected during 1912, at a value of \$2,250,246. This was a substantial increase.

The City Engineering Department of Erie has worked out a complete set of plans for eliminating all dangerous grade crossings of railroads.

Paved streets, totaling 60 miles in length, form nearly one-half of the public highways of Erie. The streets in use are 129 miles.

Two main intercepting sewer systems, approved by the Pennsylvania State Health Department, under construction, will concentrate the city sewage from 110 miles of lateral mains in Erie.

Half a million dollars have been spent during 1913 in enlarging and improving the municipal waterworks in Erie. The work in progress will cost \$668,000.

Filtration of lake water, obtained through an intake pipe three miles into Lake Erie at a depth of 35 feet, and passage through settling basins on Presque Isle peninsula, give Erie people an abundant supply of water for all purposes.

Erie has in successful and economical operation a municipal garbage collec-



ERIE COUNTY VINEYARD SCENE

tion and destruction system and a municipal pavement repair plant, saving money for the taxpayers.

Fire department property in Erie is estimated at a value of \$256,346.49. With the equipment, on 257 alarms during 1912, property valued at \$1,913,965 was saved.

The Erie municipal waterworks has a pumping capacity of

24,000,000 gallons daily, and improvements nearing completion will increase this to 44,000,000 gallons daily.

Erie Councils appropriated \$10,000 to conduct experiments in sewage disposal so as to make the half-million-dollar plant, contemplated, one of the best in the world.

In the Erie City electrical department, 275,439 feet of street conduit have been built to get unsightly wires placed underground.

ERIE COUNTY WEALTH

Erie County surrounds the City of Erie on all except the water front. The population of Erie County, 115,517 in 1910, is estimated (1913) at 130,000. Property valuation in Erie County for the year 1913, was \$55,187,534.

Milk from 600 city inspected dairies, mostly in Erie County, supplies the city at five to seven cents a quart. The dairies have 6,500 cows.

The fertile Chautauqua-Erie grape and fruit belt, having \$2,000,000 in products annually, is east of the City of Erie.

The largest steam radiator works in the world is located at Corry in Erie County, and employes several hundred machinists.

"Fruit-eating for health" parties assemble in the hotels and boarding houses of North East, in Erie County, every summer and autumn.

St. Mary's College, Roman Catholic, is in North East, Erie County, on the lake shore. St. John Kanty Polish College, is in Millcreek Township just outside the City of Erie.

Albion, in the western part of Erie County, is the switching center of the Bessemer iron ore and coal railroad lines between Lake Erie and the Pittsburgh district.

From 6,000 to 8,000 wood-seat chairs are manufactured daily in three plants, the largest in the world, at Union City, Erie County. Some 1,100 men and boys are employed in these shops.

On the shores of Lake LeBoeuf, Waterford, in Erie County, George Washington came from Virginia in 1753, on his historic mission to warn the French from establishing forts at the headwaters of the Allegheny River claimed by the English.

Fertile farm lands of the Venango River and French Creek section of Erie County raise thousands of tons of cabbages, garden truck, hay and apples that are shipped to city markets.

Good producing farm lands can be purchased in Erie County at \$30 to \$100 an acre. Scientific farmers have amassed comfortable fortunes through their labors.

Three commissioners govern the business affairs of Erie County. The minority political party is guaranteed one member of the board. The courts have two judges sitting regularly at the County Court House.

Horace Greeley, Dan Rice and Denman Thompson, names familiar to American people, figure prominently in the history of Erie County. The old homestead of Denman Thompson and the place where Dan Rice, as a circus clown, made winter quarters for his show, are shown to visitors in the vicinity of Girard.

VALUATIONS AND TAXATIONS

Property valuation in Erie city, 1913, is \$48,513,410.

Under revised valuations, the city tax rate has been lowered to eight-and-one-half mills on the dollar.

Hospitals, churches, schools and charitable property holdings to the amount of \$4,406,754 are exempt from taxation in Erie.

The City of Erie is practically free from indebtedness. Reports by the City Controller show \$372,475.85 net debt December 1st, 1913, with resources many times this amount.

In the center of the State Street business district, Erie, sales at \$2,500 a foot frontage have been made for choice locations.

For municipal purposes, the City Treasurer during 1913 has collected \$413, 575.41 on citizens' tax assessments, and \$80,000 from liquor licenses and other sources of revenues.

The assessed city valuations of Erie for 1912 totaled \$26,218,054. Through the energetic efforts of the civic bodies, the valuations were nearly doubled and the tax rate reduced accordingly.

Averaged valuation of workingmen's homes in Erie has been estimated at \$2,000. His municipal protection costs only \$17 a year, and the education of his children \$15 annually on this basis.

Much valuable property in Erie is under water along the harbor front, called the "water lots," from the adjacent private or city land to the government harbor line. These water lots embrace 180 acres in extent.

Erie's wealthiest section is the west side, Third Ward, with property valued at \$15,153,873. Other ward valuations are: Second, \$9,722,188; Fourth, \$9,131,509; Fifth, \$5,276,491; First, \$4,864,702; and Sixth, \$4,364,647.

Public school property in the City of Erie is worth \$1,691,600.



ELKS' CLUB

School taxes, levied by the directors of education, are based on the city valuations of Erie at the rate of seven and one-half mills.

Valuations in the suburban sections of Erie are on the low basis made by the City Assessors for the County Commissioners. The County tax rate of three mills includes the State taxes.

The average house building lot in Erie is $41\frac{1}{4} \times 165$ feet. The rectangular city blocks, 330 feet between streets one way and 660 feet the other way, allow for lot measurements with 20-foot alleyway.

Fisheries, boat building plants, elevators, warehouses and docks occupy two miles of the Erie harbor. In the Erie fisheries, a million dollars are invested, with 110 boats and 600 men engaged. The annual catches include 10,000,000 pounds of lake herring, 8,000,000 pounds of pike and perch, and 600,000 pounds of white fish. Fourteen kinds of food fishes are marketed.

EDUCATION, ART AND MUSIC

Three colleges of liberal arts are located within a short distance of Erie city. Nineteen public and nine parochial schools in Erie have 14,242 pupils enrolled (1913.)

More than 400 college and university graduates and former students are found among the most progressive citizens of Erie.

Through the establishment of a Conservatory of Music, having a faculty of fourteen experienced musicians, Erie gives additional opportunity to music pupils.

With its beautiful harbor and lake front, Erie and suburban district form a wonderland for artists and photographers.

Two business colleges, located near the center of commercial activity in Erie, educate young men and women for the vacancies in offices of the numerous industries and mercantile establishments.

Teachers for the Erie public schools are trained in a special normal department. The Northwestern Pennsylvania State Normal School is at Edinboro, only half an hour trolley ride from the city.

Free art exhibits are held two or three times a year in the Erie public library. They are liberally subscribed through the Art Club of Erie.

During the school year of 1912, Erie spent \$449,274.06 on public education for children under 16 years. The 1913 estimate is \$611,700.00.



SHRINE CLUB

Leaders in musical circles in Erie have organized a symphony orchestra and glee club that will fill a number of travel engagements.

Advanced courses in engineering and shop work are offered by the Pennsylvania State College in the Erie Y. M. C. A. and large factories.

Free technical courses and manual training on a high school plan are conducted in the Erie Academy school.

Forty teachers and assistant instructors are employed in the Erie High School. The enrollment is more than 1,000 pupils. The High School has graduated 2,385 students, from four year courses.

Public schools of Erie are being named after the heroes of the city history. Thus far, Gen. Wayne, Commodore Perry and Capt. Gridley have been honored.

Through the co-operation of citizens, and purchase of land by the Board of Education, the Erie High School boys and girls have been provided with an athletic field that cost \$20,000.

Four kindergartens and twelve special schools are conducted in Erie under the directors of the city Board of Education, in addition to the grade, high and night schools.

PARKS AND AMUSEMENTS

Public parks within the city limits of Erie embrace 133 acres.

Four theatres for dramatic productions and fifteen playhouses for moving pictures and vaudeville shows in Erie seat 7,200 persons.

German singing societies in Erie maintain their own music halls and stages. Polish and Italian societies have halls, also.

Two summer parks on the shore of Lake Erie, east and west of the City of Erie, have theatres with seasons from May 20 to Sept. 10.

Access to half a dozen centers of enjoyment is afforded summer visitors to Erie who wish side trips to Waldameer Park, Four Mile Creek Park, Elk Park, Orchard Beach, Orchard Grove, and Edinboro Assembly Park.

Dancing is a great favorite social program for Erie people. The organizations and clubs have 61 halls in which card parties and dances are held.



PICNIC GROUNDS-WALDAMEER, ERIE

Playgrounds for the children have been established wherever Erie people have shown a desire to have the little ones trained during summer vacation. During 1913, three public playgrounds were maintained.

Presque Isle harbor affords a fine stretch of water for hydroplane, aeroplane and motor boat exhibitions. Yacht races are held weekly in summer by the Erie Yacht Club.

The last city-wide celebration in Erie was July 6 to 13, 1913,

when the centennial of the building of the fleet that won the "Battle of Lake Erie," Sept. 10, 1913, under Commodore Oliver Hazard Perry, was carried out, with a seven days' program.

Literary club discussions are held in the Erie Public Library. The library building costing \$153,000 to erect and \$32,000 annually to maintain, contains 52,000 volumes, with a large reference library.

Student social gatherings are held regularly in the Erie High School and the two academies for young ladies, Villa Maria and St. Benedict's where 600 pupils, many of them from outside the city, can entertain their relatives and friends.

Crowds of several thousand people gather on the ice surface of Erie bay in the winter season when the skating and ice-boating season is at the highest point. The comparatively still water of the harbor freezes over quickly.

No sport or amusement has been missed from the calendar in Erie. Boxing and bowling attract many clubs in winter; while in summer, baseball, tennis and horse racing are favorite pastimes.

When the \$150,000 public steamboat landing was built by the State of Pennsylvania in 1909, the finest recreation pier on the Great Lakes was added as a superstructure. This recreation pier affords space where 5,000 people have opportunity to enjoy water front sports.

FRATERNAL AND RELIGIOUS

Fraternal bodies are strong in Erie, with 184 organizations of 61 lodges and societies.

Roman Catholic societies, numbering 39, have enrolled several thousand Erie residents. Catholic Mutual Benefit Association and Foresters are the strongest.

In a ten-days' campaign, generous Erie people contributed more than \$200,000 for the new Young Men's Christian Association building erected in 1912.

Of the 73 churches in Erie, Catholics have 14, Lutherans 10, Presbyterians 7, Methodists 7, Baptists 6, Evangelical 4, Episcopal 3, Jewish and United Presbyterians two each, and 18 other denominations and societies, one each.

Two Erie hospitals, Hamot and St. Vincent's, are supported largely by church and lodge members.

A \$325,000 temple and business block has been erected by the Erie Masonic lodges.



ERIE CLUB

Erie is the residence of two bishops, giving the name of the "Diocese of Erie" to Roman Catholic and Protestant Episcopal bishoprics.

The largest Knights of Pythias lodge in the world is Erie Lodge No. 327.

Independent Order of B'Nai B'Rith has established an orphanage for three states just west of Erie on the lake shore.

More than 3,000 Odd Fellows in Erie city and county give the three linkers record front rank in the State of Pennsylvania.

The Central Labor Union of Erie has 40 affiliated organizations, and claims a total union enrollment of 6,600 members.

Sixteen German societies have kept special German classes in all grades of the public schools for many years by their influence in Erie.

General offices of the Supreme Recorder's department of the Ladies' Catholic Mutual Benefit Association are maintained in Erie, with 13 branches.

The Supreme Tent and Forts Nos. 1 and 2 of the Home Watchmen of the World, are located in Erie. The order has 40,000 members.

A daily newspaper in German is published for the German residents and societies. The union labor men also have a daily and weekly journal printed in Erie and representing Western Pennsylvania.

Masons, Odd Fellows, Elks, Eagles, Maccabees, Shriners and Moose have built or purchased lodge homes in Erie. Moose and Pythians will soon erect splendid fraternal domiciles.

Maccabees, with seven Modern and four Knights' lodges, and the Protected Home Circle, with seven circles and one inner circle, are prominent in the beneficial societies of Erie.

COMMERCIAL AND FINANCIAL

Mercantile establishments, numbering 1,191 do business in Erie.

No city can boast of more progressive, stronger, or more conservative banks.

Commercial travelers from Erie meet customers in seven states.

Through conservative management bank failures are unknown in Erie.

More than 1,000 vessels assist in handling the commerce of Erie estimated at over \$100,000,000 annually.

Three national banks in Erie with combined resources of \$11,974,081.86 form a bulwark of financial strength. The first opened in 1852.

Starting business in 1866, the Erie Savings Bank became a Trust Company, and has deposits from more than three thousand people, amounting to \$4,072,379.

Two trust companies and one people's savings bank, with the three national banks, are members of the Erie Clearing House Association that handles the local bank exchanges.

Erie bankers' ideal of financial conditions, to show clearings of more than a million dollars a week, has been reached quite often during 1913. The annual increase has been creditable to the community.

Deposits in the six banks of Erie at the last reports, December, 1913, amounted to \$15,892,081.00.

Capital of the Erie banks amounts to \$1,450,000; and the surplus and profits are recorded at \$2,226,047.

Exceptional progress was shown in 1912 by the Marine National Bank of Erie in the erection of a six-story modern bank and office building near the center of the business district.

State Secretary's offices of the Pennsylvania Retail Merchants' Association are located in Erie.

Thursday has become one of the best trading days of the week in Erie stores. It is Suburban Day, advertised liberally by the Retail Merchants' Board.

Four per cent. interest is guaranteed on time savings in the Erie banks. The incentive to savings has steadily increased the time deposits.

Insurance representatives from Erie have a general field in 12 to 16 adjoining counties. Several large companies maintain their district offices in the city.

Among the 135 wholesale and supply houses of Erie, provision and fruit dealers lead with 18, coal and fuel companies number 15, liquor dealers 14, builders' supply agents 14, and wholesale bakeries 11.

Grocery stores in Erie number 207, confectioners and small shops 143, retail liquor saloons and restaurants 141, meat and provision stores 138, barber shops 105, and shoe and clothing stores 81.

Six department stores and 12 large furniture stores in Erie have regular stocks valued at more than \$3,000,000, competing with cities of half a million population for customers from a radius of 100 miles.

MANUFACTURING AND HOMES

In the 464 manufacturing establishments of Erie, approximately \$36,694,500 are has been invested.

Erie is the meeting place of iron ores from the upper lake regions and coal from the Pennsylvania fields.

The location of Erie gives it first call on the labor supply from every direction. Five larger cities and labor fields are within half a day's journey.

Skilled mechanics in Erie have no difficulty in earning as much, sometimes more than in larger cities. Workingmen with families like to live along the lake shore.

Fifty acres are covered by the pig iron industry of Erie in a single plant on the lakeside.

Additions are being made continually to the variety of industries in Erie and vicinity. Hearty welcome is given substantial, even though small, industries.

Advantageous manufacturing sites are available in Erie and along the lake shore where rail and lake shipping meet. Sites of any size from 50 feet to hundreds of acres can be secured.

Five railroad lines—Pennsylvania, New York Central, Nickel Plate, Bessemer and Erie & Pittsburgh, with the new double-tracked main line of the Erie Railroad, in close connection through Erie County, count new industries brought to Erie among their best business makers.

Many Erie workingmen live within walking distance of their places of employment. Those at the greatest distance do not have to ride more than two to three miles in trolley cars.

Great comfort of family life in Erie comes from the city being almost wholly built of single family garden homes costing from \$1,800 to \$4,000.

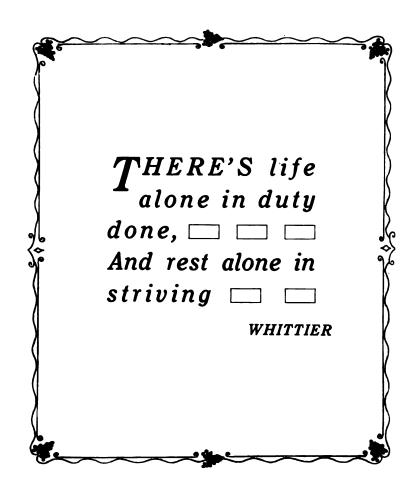
Two public markets give an abundance of food supplies from the farms and provision markets for industrial workers.

Fully 2,000,000 feet of floor space are found in the boiler plants of Erie where 2,500 men are employed. The foundries have 2,900 men and use 3,500,000 feet of floor and working space.

As an engine and boiler making center, the fame of Erie has gone around the world. Malleable and gray iron, open hearth and hammered steel castings from Erie have reached an extensive market.

World's largest industries located in Erie are making horseshoes, hardware, sterilizing machinery, pipe organs, bond and ledger papers, tools of several kinds, baby carriages, gas mantles and wringers.

Four building and loan associations aid worthy workingmen in Erie to pay for homes. Real estate men make a special point to sell at monthly purchase prices not much higher than rentals would be.







RESENT methods of providing houses are but partly satisfactory, chiefly on account of speculative profits and lack of collective action. Money must be available at a fixed rate, the resident retaining all surplus and speculative profits. Wholesale operations will permit

great economies, and the adoption of advanced methods in community planning will ensure the provision of many social needs, such as playgrounds, allotment gardens, etc.

Four alternative schemes aiming to meet most of these conditions are submitted.*

Of these the first, termed for convenience the Mutual Homebuilding Association, is an application from current co-operative banking methods for individual operations to a collective scheme. It presents few novel features.

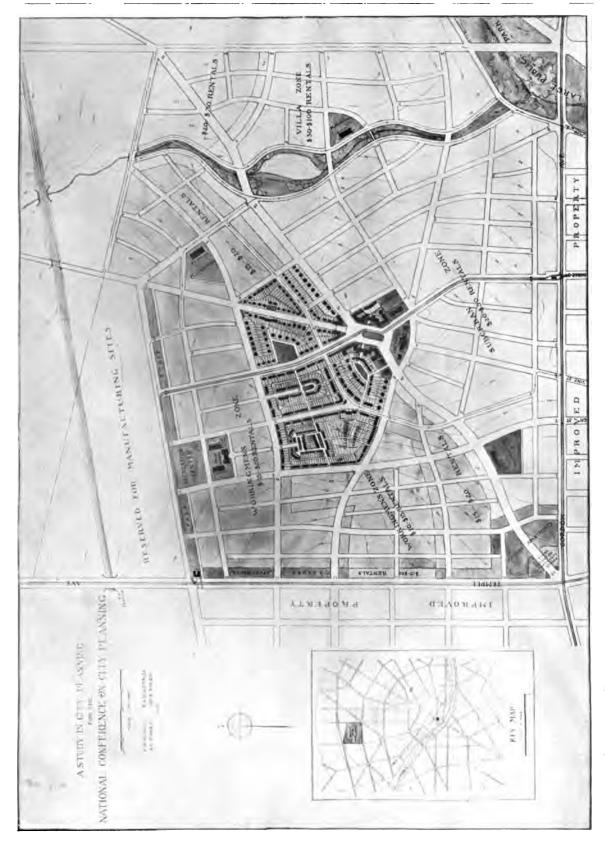
The second, the Limited Dividend type, called the Improved Housing Company, has been in operation in this country for a number of years, usually with the rate fixed at five per cent. Upwards of nine companies have erected 1,500 or more houses and as many tenements, and several additional companies have recently been organized. While less broad in its application than the other methods, its proven success warrants its recommendation.

The third type—the Co-Partnership method—is a more radical advance over current methods, as the property remains in collective ownership permanently, each resident renting from the company of which he is a member.

A detailed description for this type of organization is submitted. This is an adaptation to American needs of the current method in Europe, particularly in England, where upwards of fifteen companies have been organized in the past ten years which have erected 3,000 houses. While this plan has not yet been operated in this country, it is believed that there are possibilities of a wide application.

The fourth type—the Homestead Company—is intermediate between the first and the third. A detailed description is submitted. Further investigation may prove this method of great value, or may point the possibility of incorpo-

^{*} These four types have been worked out by the Massachusetts Homestead Commission.



A STUDY IN CITY PLANNING—SHOWING A LOGICAL SECREGATION OF LANDS INTO STREETS, OPEN SPACES AND MANUFACTURING AND RESIDENTIAL ZONES, ALLOTMENT GARDENS, ETC.



VIEW FROM GOSPEL HILL, SIX MILES FROM PERRY SQUARE, LOOKING TOWARD THE CITY, AND SHOWING THE CHARACTER OF THE LAND EAST OF ERIE WHICH IS IDEAL FOR AN INDUSTRIAL ZONE WITH OPPORTUNITIES FOR RESIDENTIAL SUB-DIVISIONS SEGREGATED TO THE SOUTH

rating its chief advantages with those of the scheme utilizing the co-operative banks.

There are at the present time nine or more of the Limited Dividend type of company in operation in the United States, with some fifteen hundred houses and as many tenements occupied.

There are in England fourteen or more Co-Partnership Housing Companies, with three thousand houses erected. In Germany several hundred, and smaller developments in other countries.

There are also in England sixteen or more Garden Suburbs and Letchworth Garden City, with an area of some ten thousand or more acres under development. In Germany a similar number, with a smaller acreage; and others in other countries.

Summarized descriptions of the four methods outlined above follow.

I. MUTUAL HOME-BUILDING ASSOCIATION

A Plan to Enable Workingmen to Own Their Homes on Favorable Terms.

An association to be formed for the purpose of acquiring sufficient land to form a community of home owners. This association, after laying out the plan of the land and determining the conditions by which a home owner may acquire and maintain his home, can convey lots of land, either at cost, or at a small profit. The purchasers of the lots may erect houses of a type approved by the Association, and shall be bound by the conditions as to building and maintenance provided in the deed. A first mortgage can be arranged for the home builder, which could be invested in by our banking institutions. If the mortgage is placed with a savings bank or trust company, the Association could take a second mortgage for the balance of the amount necessary to purchase and erect the home; this second mortgage could be made payable in easy installments and conditioned upon the mortgagor meeting all the conditions.

If the first mortgage is taken by a co-operative bank, which can loan a larger proportion of the value of the premises than can be loaned by savings banks, then the second mortgage can be taken, but without the requirement of partial payments, as under the co-operative bank plan the mortgagor is required to pay monthly dues which ultimately reach an amount sufficient to pay the first mortgage.

The second mortgage, however, should be conditioned upon the legal payments to the co-operative bank.

The benefit of the plan to the Association would be—

1st—The public spirit in assisting workingmen to own their homes at reasonable cost and on easy terms.

2nd—Such gain in land values as would come from a well founded and managed community of home owners.

3rd—The permanence of the domicile of those employed in our industrial enterprises.

II. IMPROVED HOUSING COMPANY

This company is a stock company similar to any real estate development company but limited in its dividends to five per cent. It will either sell on installments, offering the same advantages as the (IV.) Homestead Company, or will rent houses as does the (III.) Co-Partnership Homes Company.

Speculative profit is eliminated, the surplus going into improving the property or reducing payments. But the residents have no voice in the affairs of the company.

III. CO-PARTNERSHIP HOMES COMPANY

The object of this company is to promote the co-operative ownership of homes, by a method favorable alike to resident and investor. Suitable land accessible to the city will be acquired and substantial, sanitary, convenient homes will be built. The district will be planned along advanced garden suburb lines, restricting the number of houses per acre and providing allotments for gardening, community playgrounds, and other social activities. Economies will be effected through wholesale operations and the elimination of speculative profit.

A prospective resident must be approved and must take up two shares of common stock. He will pay a reasonable rental and share all surplus profits. Dividends on rent and common stock will be credited in common stock until the value of twenty shares is reached, outside capital being gradually retired. The cost of repairs will be deducted from the twelfth month's rent and the remainder remitted, thus further encouraging care in the use of property. The resident can invest his savings in the company at five per cent. Ownership being common, not individual, he is secured from loss if he has to move away.

Capital is provided at a low rate, due to wholesale operations, the security of collective ownership, and the low rate of depreciation resulting from the great incentive to care for the property. Common stock may be drawn upon for arrears or repairs due to neglect.

The Directors will ultimately be elected by common stock holders, but preferred stock will be represented until common stock is about one-half paid up. Shares shall be 500 common and 1,500 preferred, of \$100 each. Common stock shall be paid not less than ten per cent. upon allotment and installments of \$1 per month per share. Dividends shall not exceed five per cent. Preferred stock shall be paid in full; dividends not to exceed five per cent. cumulative. It may be retired at par on a year's notice. First mortgages at five per cent. will be placed on completed houses up to sixty per cent. of their value. A reserve fund shall be established after preferred dividends are paid, at the rate of one per cent. per annum until it equals the value of the stock.

With two thousand shares subscribed two hundred and fifty houses can be built. The committee will secure options and call a meeting when one-fifth is subscribed.

IV. HOMESTEAD COMPANY

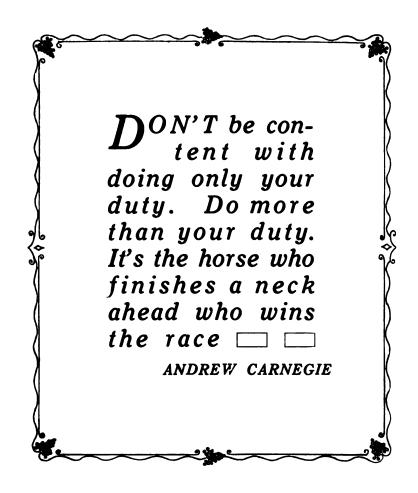
This company differs from the preceding in that it proposes to sell individual homes on installments. It preserves, however, the principles of wholesale operations, elimination of speculative profit, opportunities for gardening, etc.

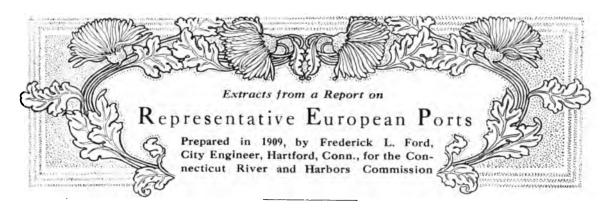
A prospective resident may buy house and lot, the normal method, or the lot only and build a house subject to approval by the company. Payment may be in cash or installments, with an initial payment of ten per cent., if possible, or in special cases less—as low as a single extra monthly payment if security is given. Monthly payments shall be made of one per cent. and applied to paying interest and taxes, and reducing the principal. After forty per cent. is paid, normally in four and one-half years, a sixty per cent. first mortgage may be renewed or retired gradually.

If a resident has to move away he must surrender his property to the company, which agrees to buy it at ninety-five per cent. of its value. Repayment may be in cash or installments not less than one per cent. per month, plus interest at five per cent. Any surplus will be used for local improvements or reducing payments. Preferred stock is virtually a second refunding mortgage, which is steadily retired by installments and entirely reinvested every four and one-half years.



SEMI-DETACHED HOUSES, CAMBRIDGE, MASS.
A GOOD TYPE FOR ERIE







HEN one crosses the Atlantic and arrives at the "Princess Landing Stage" at Liverpool, he at once realizes that he has reached one of the world's greatest ports. Up and down the River Mersey as far as the eye can reach is one unbroken system of quays, docks and basins care-

fully planned, well constructed, and equipped with the latest and best mechanical appliances. From the opposite side of the ship can be seen another portion of this great dock system on the Birkenhead side of the River Mersey. And from the ship there also looms up what is locally known as the "White Palace," the office building and headquarters of the "Mersey Docks and Harbor Board," the Parliamentary Trust which so ably manages this great Port and Trust.

The total cost of the great Liverpool Dock System has been over \$150,000,000, and the yearly maintenance cost is between eight and nine million dollars. The board has power to issue bonds from time to time, the amount authorized to date being \$154,770,282. Bonds have been issued at rates of from $4\frac{3}{8}$, to as low as $2\frac{1}{2}$ per cent., and money borrowed to the extent of \$122,483,552, leaving a balance of borrowing power on July 1, 1909, of \$32,286,730.

The Board's revenue which amounts to about \$10,000,000 annually, is derived chiefly from rates received on vessels, dues on goods, and warehouse charges. As there are no dividends to be paid, the income is used wholly for the maintenance of the high standard of the system and for future extensions; and when this becomes more than sufficient for such purposes, the rates are lowered accordingly.

The docks on the Liverpool side are constructed both parallel with and at right angles to the Mersey. They extend back from the shore line for distances varying from 800 feet to over 2,000 feet, ending near a marginal elevated railway, from the trains of which can be obtained a splendid general view of the ceaseless activity of this mammoth undertaking. Underneath the elevated railway there is a dock railway on the quay level.

In the entire system there are sixty-three wet docks, nineteen dry docks, and four basins. All of the docks are enclosed by heavily constructed locks and gates to maintain a constant depth of water, while the basins are unprotected by

gates, and the water in them rises and falls with the tides. Of the docks, twelve on the Liverpool, and two on the Birkenhead side of the Mersey have water areas equal to or greater than ten acres, the largest being the Canada Dock with a water area of twenty-four acres. Thirteen of the docks have a lineal quayage of over 3,000 feet, the largest again being the Canada Dock with over 4,000 feet. There are also eighteen dry docks at Liverpool and three at Birkenhead, with a total floor length of 12,575 feet.

The Liverpool docks and quays are equipped with every conceivable mechanical appliance for handling business expeditiously and economically. On the Liverpool side of the Mersey there are two hundred and sixteen hydraulic cranes and jiggers lifting from one to one hundred tons each; sixteen steam cranes, twelve of which are movable roof cranes with a maximum capacity of fifteen tons; and twenty-five hand cranes lifting from one to twenty-five tons each.

ANTWERP

Belgium, in proportion to its size, possesses one of the most intensely developed systems of waterways of any European country, the total length of main line canals being 1,015 miles of which 900 miles are owned by the State and 115 miles by the Provinces, Communes, or Concessions.

Belgium also possesses a highly developed system of railways, and it is a great industrial country.

It is said that Belgium is Antwerp, and Antwerp is Belgium. To those who have visited Antwerp and seen the splendid railway approaches and terminals, completed within recent years, and the unexcelled system of quays and docks, all developed within the last half century, the above statement seems none too strong. Within the above period, Antwerp as a port has risen to the commanding position of second place among the North Sea Continental Ports, and in some respects to leadership among the world's greatest ports.

The Port of Antwerp is located on the River Scheldt, at the head of deep sea navigation, about 53 miles from the North Sea, and by means of the highly developed systems of railways and waterways has direct communication with the three adjacent countries, France, Holland and Germany.

The Port of Antwerp is administered, and most successfully, too, by the Municipality, through a Harbor Commission consisting of five members selected by the City Council from among its own members, with the Mayor as Chairman. The State owns a small portion of the river front and has charge of the policing, lighting and buoying of the river, the management of the ferries, and the collection of dues.

On account of the State and City being thus jointly interested in the port, there is an advisory commission consisting of nine members, five representing the State, two of the City, and two being members of the Chamber of Commerce.

The Port is located wholly on the city side of the River Scheldt, and consists of two entirely distinct parts, (1) the river port bordered by quay walls and wide quays, and (2) the interior port consisting of a group of ten locked basins, divided into maritime and barge docks. At the former river quays, vessels rise and fall with the tide which fluctuates about 13 feet, while at the latter group the water level is constant and not subject to changes in the water level of the Scheldt.

There now are about 12 miles of quays, 92 acres of warehouses, sheds, etc., and 375 acres of water in the various basins, including the River Scheldt. The length of the river quayage is 18,040 feet, and that of the docks 54,120 feet. An extensive system of railway tracks amounting to 96.88 miles connects the river quays and docks with the railway systems entering Antwerp.

There are 105.7 acres of sheds, mostly of the single story type, and several warehouses and storehouses. Many of the older sheds and some of the new ones are of the open type, while some of the later ones are enclosed. The new sheds are especially well built of brick, and steel, with rolling doors, and wholly fire-proof.

ROTTERDAM

The Port of Rotterdam, although comparatively young is one of the most interesting and progressive of the Continental Ports; a keen rival of Antwerp for third place in the mad race for the commercial supremacy of Central Europe.

This port has been developed largely during the last half century. It is wholly a municipal undertaking, and no State or Provincial aid has been asked or received in the construction of its great system of quays and harbors.

Rotterdam occupies a most favorable location for the development of a modern port. It is situated on the northerly bank of the River Maas, the principal and natural outlet of the great Rhine District. Previous to 1863, navigation between Rotterdam and the sea, a distance of about 18 miles, was most difficult, frequently taking steamers several days to make the journey. This was largely due to the shallowness and irregularity of the channel, but even then, with boats drawing but 10 feet of water the voyage was made during flood tides with no great difficulty. With the development of larger vessels, however, Rotterdam at once realized that unless provision was made for a straighter, wider and deeper channel, to the sea, her growth and standing as a port would be greatly handicapped. A new channel was then decided upon and built from Vlaardingen to the North Sea, a distance of 14 miles, piercing the Hook of Holland. channel was completed in 1896 at a cost of \$9,000,000. The City of Rotterdam paid about 10 per cent. of the cost and the Government the balance. The depth of water in the new channel is 27 feet at low, and between 32 and 33 feet at high tides, so that the largest sea-going vessels can now make the trip from the North Sea to Rotterdam in about 2 hours, where it formerly took several days.

Since 1870 the City of Rotterdam alone has spent over \$20,000,000 upon her harbor system, and \$9,000,000 upon the new ship canal to the North Sea, making a total investment of about \$30,000,000.

The harbor system of Rotterdam is under the control of the "Municipal Board of Works," a select committee of six Common Councilmen, with an Alderman as Chairman. The principal advisor of this Board is the "Director of the Municipal Works," who has as a permanent official staff, a deputy-director, two assistant managers, three engineer-architects, thirteen chief-surveyors, fourteen surveyors and architectural designers, and a temporary staff of five engineers, one architect, three chief-surveyors, and two hundred and thirty surveyors, designers, assistant-surveyors and foremen. Under this staff there are regularly employed about 1,550 laborers. This department is managed no differently from the other municipal departments, for the Director of the Municipal Works, in addition to his duties in connection with the great dock system, has charge of the water, gas, and electrical works, the municipal telephone, and the abatoir.

AMSTERDAM

The Port of Amsterdam is well supplied with modern docks largely developed within the last 25 years and wholly by the municipality. These have been planned and carried out to meet the growing demands of navigation, and all are well equipped with mechanical appliances for loading and unloading vessels quickly and economically. There are besides, ample railway connections, splendid warehouses, dry docks, ship building plants, public commercial and navigation schools, etc., in fact about everything necessary to develop and maintain a modern port. The port contains 10 miles of quayage and nearly 20 miles of railroad around the docks.

The amount expended by the town since 1875 for the benefit of the various branches of navigation, exceeds 12 million dollars. There are 17 regular steamship lines sailing from Amsterdam fortnightly; three every 21 or 28 days; fourteen weekly, and seven from two to four times each week.

HAMBURG

Few ports in the world, if any, are equipped to handle merchandise more expeditiously and economically than Hamburg, and this in spite of a situation 75 nautical miles from the open sea. For many centuries the local government has made its first concern that of keeping its port facilities abreast of the commercial requirements of the times, and in so doing has even assumed the responsibility and the cost of dredging and lighting the entire lower Elbe, although only a portion of its shores are within the territory of this State.

The maximum depth of water in the Hamburg Harbor is 25.82 at low water, and 32.8 feet at medium high water. The maximum draft of vessels at present is about 31.16 feet. At ordinary high tide steamers of any size may enter the port, including such as draw 30 feet.

Numerous dry docks including one believed to be the largest in the world, patent slips, shipbuilding wharves and engine works enable shipowners to effect any repairs. The quays are provided with cranes lifting burdens up to 150 tons, loading and unloading machinery, railroad tracks and every modern appliance for the quick discharge of cargoes. Harbors for river craft and convenient means of transferring cargoes from sea-going to river and coast-wise vessels, exist now, and are being very greatly improved.

The Free Port of Hamburg is, within itself a city. It comprises, as already explained, that portion of the city within which customs laws are non-effective. It is owned and governed as an immense and complicated bonded warehouse, by the State, which has permitted many manufacturing establishments to locate there in order to obtain the special shipping facilities and the free use of imported raw materials.

The Free Port territory consists of an area of 2,508 acres, of which 785 acres are under water. This territory is divided from the city proper by the Lower Harbor, the Inner Harbor, the Zoll-Canal, the Upper Harbor, and the Upper Harbor Canal.

Over 13.7 miles of stone quays encircle the various docks within and without the Free Port, these being provided with ten fixed and 631 movable cranes, to which may be added 111 other cranes located in various buildings, or attached to them.

For the temporary accommodation of goods there exist 50 sheds with a storage area of 4,090,320 square feet. Behind the sheds are railroad tracks for the prompt and convenient discharge of merchandise by land.

The most important feature of the Free Port is the system of warehouse buildings which, for purposes of administration, belong not to the State, but to the Hamburg Free Port Warehouse Company, a corporation chartered by the State, and in which the State itself holds a large block of stock.

Upon the decision of the State of Hamburg to enter the German customs union, and at the same time to create a Free Port for the preservation of its oversea trade, it became necessary to decide whether the necessary warehouses located within the Free Port should be under State or private control. The latter course was chosen and the North German Bank of Hamburg was authorized to establish a stock company upon March 7, 1885, under terms made and agreed upon with the financial department of the city. The buildings were erected upon public land in the Free Port, and the company was authorized and required to issue warrants transferable to order or in the name of the bearer, for goods stored on this property. The stock capital was fixed at \$2,142,000 and the tariffs to be charged for the storage and manipulation of merchandise was regulated in the contract.

The State of Hamburg placed 322,930 square feet of building ground at the disposition of the Company and undertook itself to erect the necessary quay walls and slips in exchange for a share in the net profits of the operating company. In addi-

tion to this, a portion of the net profits of the company are set aside each year for the creation of a fund for the acquisition of the company's stock by the State, so that eventually, upon the acquisition of all the shares in the operating company, the State itself will become full proprietor. To supply the ground space agreed upon, the 16,000 people residing upon the island of Kehrwieder Wandrahm were obliged to seek new homes.

The Board of Supervising Directors consists of nine members to whom are added three persons representing the City. The managing directorate consists of two or more members of the general board.

The original warehouses have been greatly added to and improved since the opening of the Free Port to traffic. All of the buildings have a land and water front, and are divided into single fireproofed divisions which are let out to business houses of all nationalities. A great many American firms have warehouse accommodation within which, at times, millions of dollars worth of American goods are in storage, or are in processes of manipulation for re-exportation to the various markets easily accessible from Hamburg.

"You are waiting to do some great thing; you are all waiting to pull down some great evil. Perform the small things that are unseen, and they will bring other and greater things for you to perform. You would bleed and die for your country. Citizenship does not demand any such act of heroism. Do the small things, and the first one that comes to you, and a second will immediately come"

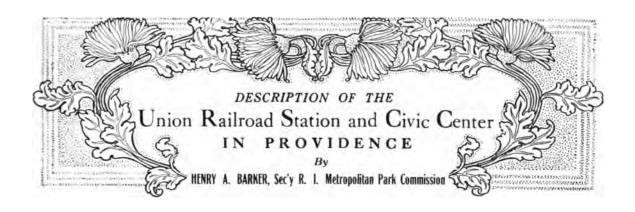
—John Bright

"A man's true greatness lies in the consciousness of an honest purpose in life, founded on a just estimate of himself and everything else, on frequent self-examination, and a steady obedience to the rule which he knows to be right without troubling himself about what others may think or say, or whether they do or do not do that which he thinks and says and does"

—George Long

[&]quot;Any one—a fool or an idiot—can be exclusive, it comes easy; it takes a large nature to be universal, to be inclusive"

⁻Ralph Waldo Trine



HE Providence Union Station, (See page 40,) although opened to the public over 15 years ago, still remains a model in arrangement to meet the problems of any city that must necessarily be cut in two by railroad tracks. It is a combination

"Through Station," and "Double Terminal," the terminal tracks entering from either end in pairs, and of course reachable from either end of the main concourse by parallel platforms in the usual way common to all terminal stations. The through tracks are also arranged in pairs, with fences between the pairs, and broad intervening platforms, reached from the two subways that run from the front of the station under all the through tracks. For greater facility, an entrance stairway runs up from either side of each subway to each track platform, thus providing four approaches to each platform. The ends of the subways open directly upon the street in front of the station, obviating the necessity of going through the waiting room or "Concourse" on taking or leaving the train. As the great majority of the patrons of this station are suburbanites or commutors, who know exactly where they wish to go and arrive at the station just about train time, this feature is of particular value in avoiding congestion, and has been instrumental in earning for this station a reputation among railroad men for being one of the very best "operating stations in the country." It is well that this is so, for in number of passengers handled daily, it is said to rank as sixth among the great passenger stations of the country, and the average number of people handled per day is from thirty-five to forty thousand, with some days running well above a hundred thousand. Most of the corridors leading to and from the waiting room and subways, avoid stairs and reach the different levels by ramps or sloping ways. Broad stairways, however, lead directly to the subways as well as to the main floor and track level, from Francis Street which runs directly under the center of the station, and these are used by people who are coming into the station from the north side, or from several lines of Francis Street cars.

The Union Station consists of a group of five main buildings, of which the central one contains the main waiting room, while the others are used for baggage, express, etc.—all connected by areades and platforms, and opening along

the rear or north side, into the train sheds and track area. The station and track level is about twenty feet above the neighboring streets upon a steel and concrete structure, some 1,500 feet in length, and about 400 feet in width. Directly under the center of this structure, and under the main entrance of the waiting room, runs Francis Street, 100 feet wide, leading from Exchange Place toward Capitol Hill. At the west end, where the end of the steel construction meets an earth embankment, Gaspee Street goes underneath—and near the east end of the train shed extension, the Woonasquatucket River, in its 100-foot channel, and Promenade Street, which extends alongside, run under the track floor. From both ends of the structure, embankments gradually descend to the original ground level, some 15 feet lower, and perhaps 1,500 feet out at either side. The hump or top of the rise thus comes within the station itself, and is found to contribute greatly to the rapid operation of trains, retarding them quickly when arriving and stopping at the station, and accelerating them on leaving. Several years ago, a new tunnel was completed under College Hill, by which the trains that formerly used another station were brought into the Union terminal, and the additions to the shelters for these trains extends out upon a viaduct that crosses Promenade Street and the small Moshassuck River nearby, as well as Canal and North Main Streets beyond, before it enters the tunnel. This tunnel route is soon to be electrified all the way to Boston and made the main line of the New Haven Road.

In front of all the central part of the station, except where Francis Street passes through, the ground has been built up and graded in an easy slope, which is occupied by the necessary highway approaches, and by the two portions of "City Hall Park." The main approaches lead up on either side, and parallel to, Francis Street, by a five per cent. grade, from Exchange Place, the northern line of which is about 320 feet away, and reach "Railroad Terrace," which is the thoroughfare running along in front and on a level with, the main floor of the station. This latter street crosses Francis Street and is covered by a somewhat imposing portico, at the station entrance, from which it leads down at either end, to Gaspee Street, and to Exchange Place, respectively.

The cost of the station with immediate approaches was \$4,440,000. Built 1890–96, several hundred feet north of the old station, on land made by filling in the old circular "Basin" which itself was the last remaining relic of the large shallow bay that covered most of the present business center a century ago.

The north, or rear side of the station, looks down upon Gaspee, Francis and Promenade Streets, the Woonasquatucket River, and upon several large tracts of land reserved for future development as a "Public Garden"—and already so dedicated by the city—which extend over to the already beautiful grounds of the State House and Normal School. The improvement of this Public Garden area just now awaits the abolishment of a certain portion of the "West Freight Yard," which was unfortunately established before any comprehensive plans for the development of this side of the Civic Center were contemplated. The Civic Center, therefore, may be considered as about one-half complete.

The visitor, emerging from the main entrance of the station, looks from his elevated position, down over the slope of City Hall Park, happily saved, in spite of the great value of the land it occupies (probably from two to three million dollars) across Exchange Place, which is the great trolley center and transfer point, not only of Providence, but for car lines radiating to all parts of southern New England—some 68 lines in all. Under this plaza, it is also proposed to locate the radiating point of the four subways that are just now in contemplation. development of Exchange Place has been going on rapidly of late. Originally, but 125 feet wide, in the days of the old railroad station, which extended along its northern edge on grade, and forbade the existence of any crossing to the north it was widened to 250 feet with the building of the present day structure. City Hall Park was simultaneously created. The City Hall, at the west end of the Place, had been in existence since 1875. At the east end, however, open rivers until recently flowed under disreputable old wooden bridges. The new Federal Building, erected 1908, already outgrown so that the old Post Office on Weybosset Street is again being revamped to help out, now occupies a position at this end, symmetrically facing the City Hall, and the open river and the old bridges have given place to Post Office Square, east of the Government Building. The year 1913 saw the laying out of the "Mall" after much opposition, through the center of Exchange Place, and its apparently over-wide side and cross walks are needed for the great numbers of people who wait here for various cars.

By reference to the illustration, page 41, we see in the extreme left the new sky-scraping Turk's Head Building; Butler Exchange, an iron front, mansard roof of the vintage of about 1875, very wonderful in its day, I am told; the tall Union Trust Building, and on the right the City Hall. Still farther to the right on the north side of Washington Street, are low buildings on a lot now being considered as a site for a new Municipal Hall of Records, to help out the overcrowded City The arrangement of Francis Street is indicated clearly in the pictures. In City Hall Park, the beautiful Banjotti Fountain is covered for the winter, and the Burnside statue appears to be hidden behind some shrubbery. At the end of the "Mall," about in line with the Union Trust Building, a new trolley shelter building of copper, glass and concrete, is being constructed, with underground toilet rooms beneath, which are expected to be models of their kind. Dorrance Street comes into the Square at the City Hall end, and by looking sharply, under the shadow of the Hotel Dorrance, we may see a long low building, which is 8 feet wide and 200 feet in length, on a strip left over when the street was carried through many years ago. This building furnishes one of our choicest arguments by way of a "horrible example" to demonstrate the need of an "Excess Condemnation" I believe that Pennsylvania is one of the few American states that has such a law. It is very certain, however, that the lack of such a law is a grievous lack for Providence, whenever street extensions or widenings are under way. This particular strip, valuable as it is, renders practically useless, a much wider strip behind it, worth at the prevailing prices of adjoining property, about \$240,000,

and perpetuates an eyesore, apparently forever, through lack of agreement between owners of abutting property.

Lack of uniformity of architecture on the south side of Exchange Place is painfully apparent. The low buildings will, of course, be replaced before long, but before they are, it is hoped that the State Legislature will grant a law that will limit the height to 120 feet, which is the height of the Industrial Trust Building and the present Boston limit, I think. The Turk's Head structure, just completed, is twice that height, and therefore twice as high as the present law allows in Boston. Our city council made an unsuccessful attempt, at the last session, to get such an ordinance permitted for Providence.

It occurs to me to suggest for your study the plan of the Union Station at Dresden, Germany, which exhibits some details that could be incorporated with much advantage in the Providence Station. The especial improvement relates to the design of the structure where it crosses an important street. The Dresden Station shows a very clever division of platforms, tracks, supporting structures and daylight spaces, the effect on the street is not at all glaring and does not require artificial light by day as do the subways in Providence.

Possibly I have entered more fully into this description and discussion than your requirements called for, but the subject of city planning is very prominent here just at present, and some costly mistakes, due to lack of foresight, on Exchange Place, have perhaps hastened the decision for the new Commission. Providence claims, however, the honor of having established the first real Civic Center in America, quite a while before that term came into use at all—and in spite of some glaring faults, the most creditable railroad entrance in America.

Respectfully submitted,

HENRY A. BARKER.

"To live means to be, to do, to accomplish; not simply to exist, to rest, inert, useless"

-Anon

"Oh, how hard it is to die and not be able to leave the world any better for one's little life in it"

—Abraham Lincoln



ANCIENT CEMETERY-HARTFORD, CONN.

AN EXAMPLE OF THE PRESERVATION OF HISTORICAL GROUND

Old Cemetery or Ancient Burying Ground, as it was called, was, by vote of the Council, passed under the control and management of the Board of Park Commissioners, June 26th, 1899. This Cemetery is the property of the Town of Hartford, and was set aside for a burying ground in the year 1640. From that date until 1801 it was the only Cemetery in Hartford, and for many years it was so shut in by surrounding buildings that it was hidden from view, but on June 14th, 1899, the Ruth Wyllys Chapter of the Daughters of the American Revolution deeded to the city various properties which were acquired through the personal effort and public spirit of Mrs. John M. Holcombe, its Regent. Soon afterwards Gold Street was widened and paved, and on July 8th, 1901, a beautiful iron fence and masonry bounding the grounds on Gold Street, a gift from the Ruth Wyllys Chapter, was constructed and a gate-way, a gift from Miss Olivia Phelps Stokes and Miss Caroline Phelps Stokes, of New York, was erected in memory of their ancestor John Haynes, First Governor of the Colony of Connecticut.

"So nigh is grandeur to our dust,
So near is God to man;
When duty whispers low "Thou must"—
The youth replies "I can"

-Ralph Waldo Emerson

ERIE'S CITY PLANNING COMMISSION

A City Planning Department was established in the City of Erie, by resolution of Councils, adopted December 29th, 1913, pursuant to the Act of Assembly, quoted on page 140. The following named persons were appointed for the term set opposite their names as a City Planning Commission, with all the rights, powers and duties conferred by said Act of Assembly: Rev. Joseph M. Cauley, 5 years; Rt. Rev. Rogers Israel, 4 years; Arthur N. Clemens, 3 years; Wm. J. Flynn, 2 years; G. Irving Blake, 1 year.

The City Planning Commission has completed its organization and has sought the co-operation of City, Township, County and State officials interested in the development of Erie, and in the zone extending three miles beyond the city limits, but it has not yet been long enough in existence to record substantial progress. The following digest, prepared as late as the publication of "Greater Erie" would permit, will perhaps be of some interest and service to the people:

Digest of Rules adopted Jan. 16, 1914, so far as they effect the Public

OFFICERS—The officers shall be a President, Vice-President and Secretary. All officers shall be elected on the second Wednesday of January of each year, and shall serve one year, except when term of appointment as members of the Commission expire. Officers for current year are: G. Irving Blake, President; Wm. J. Flynn, Vice-President; Jas. R. Reynolds, Secretary.

Committees—There shall be five standing committees of three members each—which for the current year have been appointed as follows:

NEW PLOTS

NEW ORDINANCES

TRANSPORTATION LINES

WM. J. FLYNN, Chairman, REV. JOSEPH M. CAULEY, G. IRVING BLAKE. ARTHUR N. CLEMENS, Chairman, G. IRVING BLAKE, RT. REV. ROGERS ISRAEL.

G. IRVING BLAKE, Chairman, Wm. J. FLYNN, REV. JOSEPH M. CAULEY.

PARKS, PLAYGROUNDS AND BOULEVARDS

WATER FRONT

REV. JOSEPH M. CAULEY, Chairman, RT. REV. ROGERS ISRAEL, ARTHUR N. CLEMENS. RT. REV. ROGERS ISRAEL, Chairman, ARTHUR N. CLEMENS, WM. J. FLYNN.

Such other committees as may be authorized from time to time by the Commission shall be appointed and shall perform such duties as may be assigned to them.

MEETINGS—The stated meetings of the Commission shall be held on the second and fourth Wednesdays of each month at 8 P. M., at the Council Chamber in City Hall. Special meetings shall be called as directed by the Commission or on request of two members thereof. All meetings shall be open to the public, the Commission reserving the right to go into executive session upon a majority vote of the members present.

PLOTS—Formal notice shall be given through the public press, of all new plots submitted to the Commission for its consideration. All plots presented shall show, not only the territory suggested for plotting but also at least 700 feet on each side thereof. Private property lines are to be indicated. Final approval of plots by the Commission shall be in writing, at least three signatures being required.

All matters requiring the attention of the Commission or any of its committees shall be submitted in writing and should be filed with the Secretary at City Hall.

Complete rules as adopted by the Commission will be published as soon as practicable and may then be had upon application to the Secretary.

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I will start anew this morning with a higher, fairer creed;

I will cease to stand complaining of my ruthless neighbor's greed;

I will cease to sit repining while my duty's call is clear,

I will waste no moment whining and my heart shall know no fear,

I will look sometimes about me for the things that merit praise;

I will search for hidden beauties that elude the grumbler's gaze;

I will try to find contentment in the paths that I must tread;

I will cease to have resentment when another moves ahead.

I will not be swayed by envy when my rival's strength is shown;

I will not deny his merit, but I'll strive to prove my own;

I will try to see the beauty spread before me, rain or shine—

I will cease to preach your duty and be more concerned with mine.

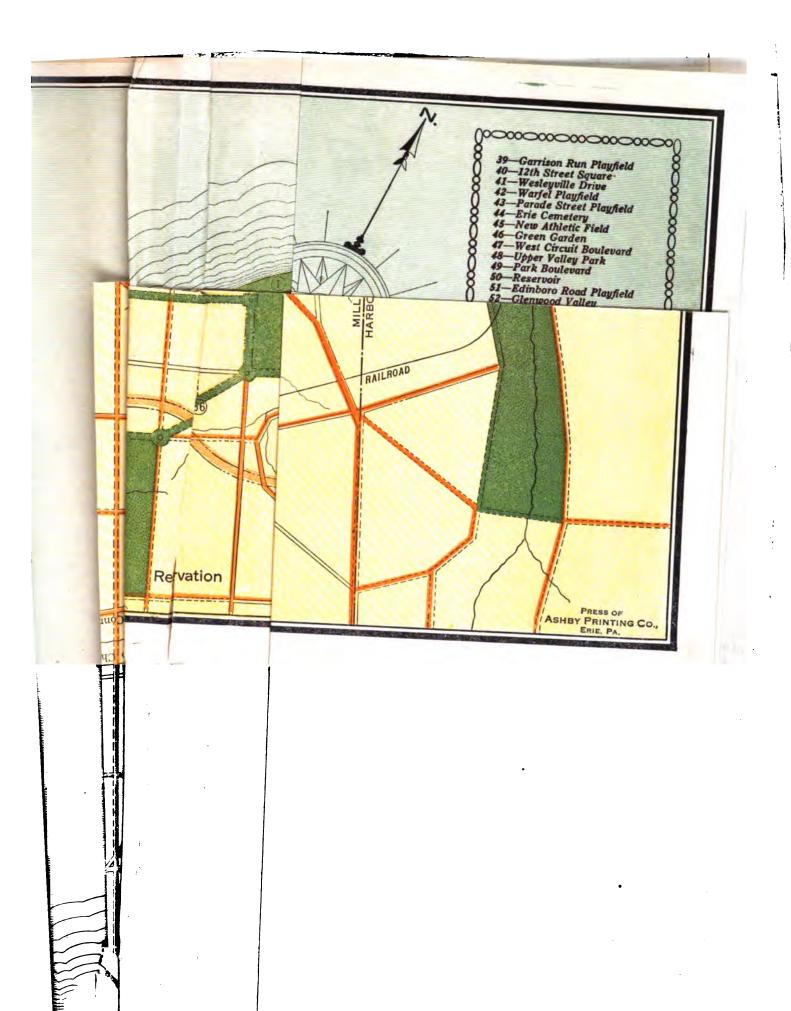
-S. E. Kiser, in the Fra.

COST OF ERIE'S CITY PLAN

The City Planning Committee will upon completion of the distribution of this edition of "Greater Erie" file a detailed statement of all receipts and expenditures with the Chamber of Commerce and Board of Trade. In the meantime, it may be of interest to the public to know that the cost of the City Plan, including professional services, drafting, traveling and sundry expenses, will amount to approximately \$5,150.00, and that subscriptions, when fully paid, will amount to \$4,900.00.

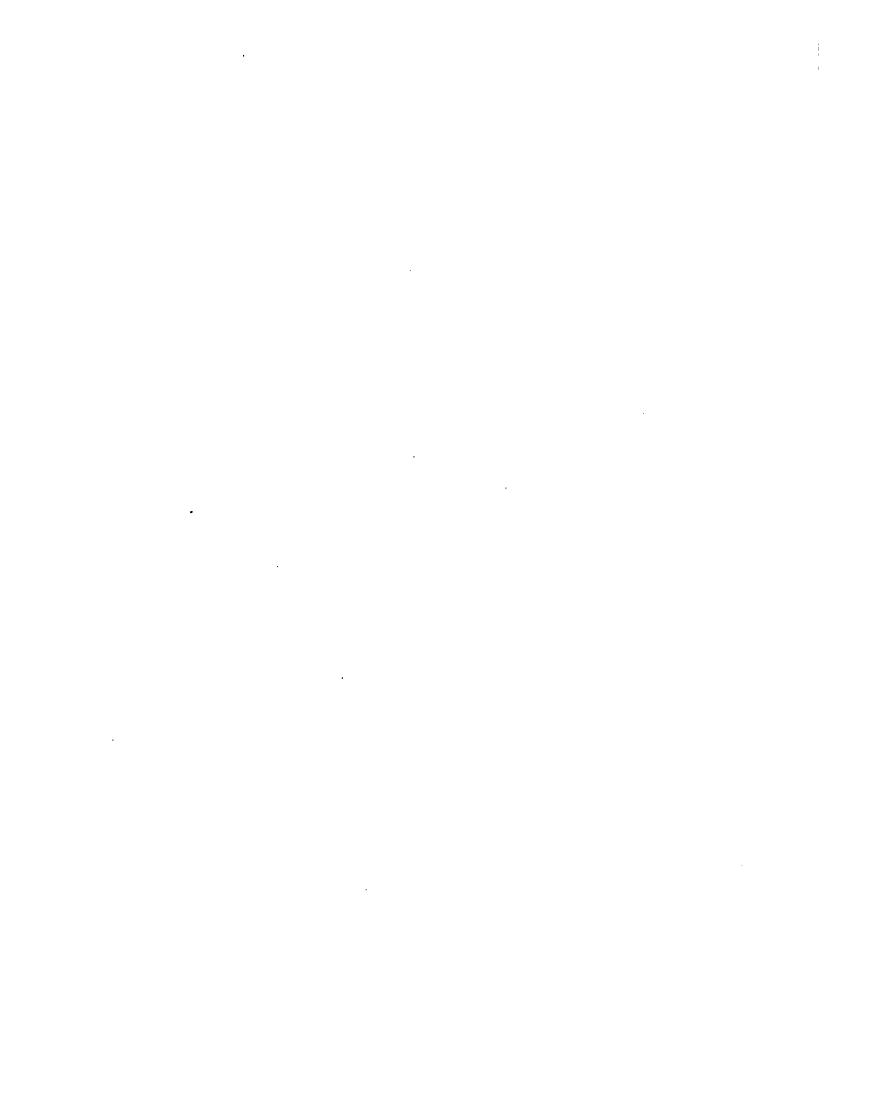
The publication of "Greater Erie" has been so arranged financially that the sale of this edition of 4,000 copies is expected to net approximately the amount necessary to enable the committee to complete without a deficit, the task of providing the City Plan and of placing it in the hands of the people through the medium of this report. The price is \$1.00 per copy or by mail prepaid \$1.25.

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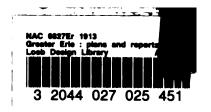
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